



2015

State of Missouri
Highway Safety & Performance Plan
&
Section 405 Grant Program

Missouri Department of Transportation . Traffic & Highway Safety Division
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Appendix A to Part 1200 Certifications & Assurances

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**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Missouri

Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

05-29-14

Date

David B. Nichols, Director

Printed name of Governor's Representative for Highway Safety

MISSOURI'S HIGHWAY SAFETY PLAN (HSP) AND PERFORMANCE PLAN

Supporting Background – Missouri's Blueprint to SAVE MORE LIVES

In 2003, Missouri participated with the American Association of State Highway Transportation Officials (AASHTO) in a national effort to reduce the preventable tragedies associated with traffic crashes. Utilizing a partnership approach, the state's Strategic Highway Safety Plan (SHSP) Missouri's Blueprint for Safer Roadways was developed that outlined opportunities to reduce fatalities and serious injuries on Missouri's roads. The goal established in the Blueprint was set at 1,000 or fewer fatalities by 2008. That goal was reached one year early, with a year-end fatality total for 2007 of 992, as well as in 2008 with 960 fatalities. The second SHSP, *Missouri's Blueprint to ARRIVE ALIVE*

was unveiled at the semi-annual Blueprint Conference in October 2008. The new goal was set to reduce traffic fatalities to 850 or fewer by 2012. That goal was reached two years early with 821 fatalities in 2010. In 2011 the fatality total was 786. Not only did we achieve the 2008 goal but also attained the lowest number of people lost in roadway related fatalities in Missouri since 1947.

Missouri's third Strategic Highway Safety Plan, *Missouri Blueprint to SAVE MORE LIVES*, was rolled out in October of 2012 at the Blueprint Conference. The new target for this document is 700 or fewer fatalities by 2016. The document challenges all of us to not only focus on this target, but also concentrate on a higher vision and move Toward Zero Roadway Deaths.

Year	Fatalities	Serious Injuries
2007	992	7,744
2008	960	6,932
2009	878	6,540
2010	821	6,096
2011	786	5,642
2012	826	5,506
2007-2009 Total	2,830	21,216
2008-2010 Total	2,659	19,568
2009-2011 Total	2,485	18,278
2010-2012 Total	2,433	17,244



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CORE OUTCOME MEASURES: Traffic Fatalities & Serious Injuries		2008		2009		2010		2011		2012		Target
Number of Fatalities		960		878		821		786		826		700
3-Year Rolling Average/5-Year Rolling Average		1016	1087	943	1037	886	949	828	887	811	854	
Total Rural Fatalities		604		562		492		495		474		
Total Urban Fatalities		356		316		329		291		350		
Number of Serious Injuries		6932		6540		6096		5642		5506		4534
3-Year Rolling Average/5-Year Rolling Average		7609	8062	7072	7598	6523	7093	6093	6591	5748	6143	
Serious Injury Rate		2.79		2.59		2.36		2.25		2.21		
Fatalities and Serious Injuries Combined		7892		7418		6917		6428		6332		
Fatalities per 100 Million Vehicle Miles Driven												
Vehicle Miles (Billions)		68273		69003		70864		68789		68504		
Total Fatalities Per 100 Million VMT		1.41		1.27		1.16		1.14		1.21		
3-Year Rolling Average/5-Year Rolling Average		1.48	1.58	1.37	1.51	1.28	1.37	1.19	1.28	1.17	1.24	
Total Rural Fatalities per 100 million VMT		2.12		1.94		1.60		1.71		1.66		
Total Urban Fatalities per 100 million VMT		0.9		0.79		0.82		0.73		0.88		
Serious Injuries per 100 Million Vehicle Miles Driven												
Vehicle Miles (Billions)		68273		69003		70864		68789		68504		
Total Serious Injuries Per 100 Million VMT		10.15		9.48		8.60		8.20		8.04		
Passenger Vehicle Occupant Fatalities (all seat positions)												
Total		747		685		620		597		600		
Restrained		215		220		195		177		155		
Unrestrained Passenger Vehicle Fatalities		485		417		383		371		394		326
3-Year Rolling Average/5-Year Rolling Average		503	545	454	508	428	462	390	423	383	410	
Unknown		47		48		42		49		51		
Alcohol-Impaired Driving Fatalities (BAC=.08+)												
Fatalities		314		302		257		258		280		230
3-Year Rolling Average/5-Year Rolling Average		344	364	316	351	291	318	272	293	265	282	
Speed Related Fatalities												
Fatalities		441		379		324		310		326		258
3-Year Rolling Average/5-Year Rolling Average		448	474	418	451	381	410	338	378	320	356	
Motorcyclist Fatalities												
Total		107		87		95		82		104		84
3-Year Rolling Average/5-Year Rolling Average		97	88	95	94	96	95	88	93	94	95	
Helmeted		83		63		83		71		90		
Unhelmeted		24		22		11		10		9		
3-Year Rolling Average/5-Year Rolling Average		21	21	22	23	19	19	14	18	10	15	
Unknown		0		2		1		1		5		
Drivers age 20 or younger involved in fatal crashes												
Aged Under 15		3		4		4		2		2		
3-Year Rolling Average/5-Year Rolling Average		2	2	3	2	4	3	3	3	3	3	
Aged 15-20		162		143		118		131		127		
3-Year Rolling Average/5-Year Rolling Average		187	205	159	189	141	164	131	145	125	136	
Pedestrians Fatalities												
Fatalities		63		68		55		75		84		71
3-Year Rolling Average/5-Year Rolling Average		73	77	70	75	62	68	66	68	71	69	
Bicyclist Fatalities												
Fatalities		3		2		7		1		6		4
3-Year Rolling Average/5-Year Rolling Average		6	6	5	6	4	6	3	4	5	4	
Distacted Driving Involved Fatalities												
Fatalities		207		155		182		161		85		70
3-Year Rolling Average/5-Year Rolling Average		222	238	195	219	181	201	166	186	143	158	
CORE BEHAVIOR MEASURE		2008		2009		2010		2011		2012		
Observed seat belt use for passenger vehicles, front seat outboard occupants		76%		77%		76%		79%		79%		83%
3-Year Rolling Average/5-Year Rolling Average		76%	76%	77%	76%	76%	76%	77%	77%	78%	77%	
ACTIVITY MEASURES		2008		2009		2010		2011		2012		
Arrests and Citations:												
Safety Belt Citations Grant Funded		20,244		29,034		20,278		35,607		30,745		
Impaired Driving Arrests Grant Funded		3,808		5,369		5,779		8,832		8,184		
Speeding Citations Grant Funded		75,812		98,453		85,809		129,907		116,492		
3-Year Rolling Average												
5-Year Rolling Average												



Through extensive data analysis, current research findings, and best practices, strategies were identified that must be implemented in order to make significant progress toward reaching the projected goal. Key strategies in the Blueprint to SAVE MORE LIVES were identified and called the “Necessary Nine”:

1. Increase Safety Belt Use

- Pass a primary safety belt law
- Increase the number of local communities with primary safety belt ordinances
- Increase the fine for non-use of a safety belt under the current law

2. Expand the Installation of Rumble Strips/Stripes

- Increase the number of miles of edgeline and centerline rumble strips/strips

3. Increase Efforts to Reduce the Number of Substance-Impaired Vehicle Drivers and Motorcycle Operators

- Increase the number of sobriety checkpoints
- Expand the use of ignition interlocks
- Increase the number of DWI courts

4. Improve Intersection Safety

- Increase the use of Innovative Intersection Solutions (J-turns, Roundabouts)
- Expand the use of technology
- Increase targeted enforcement
- Increase pedestrian safety features

5. Improve Curve Safety

- Increase the use of curve alignment signs
- Increase curve recognition with pavement marking
- Increase pavement friction

6. Change Traffic Safety Culture

- Develop focused public education
- Expand outreach efforts

7. Improve Roadway Shoulders

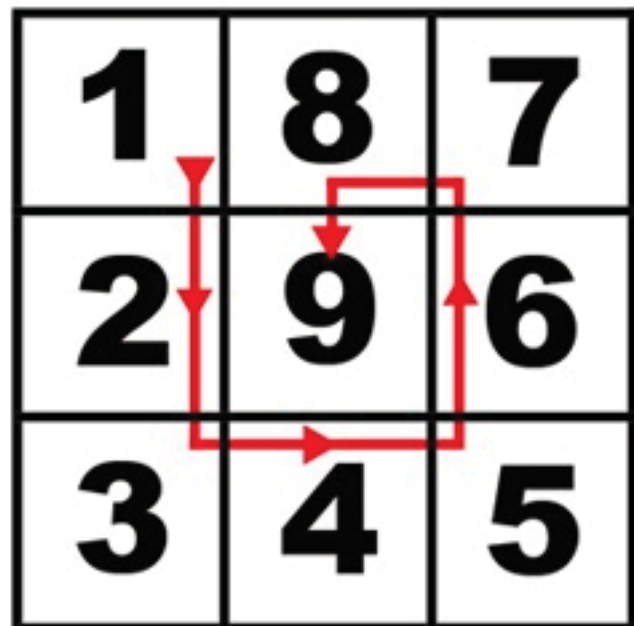
- Increase the miles of shoulders
- Reduce pavement edge drop-offs through maintenance

8. Increase Enforcement Efforts

- Focus on high crash corridors
- Target high impact work zones

9. Expand and Improve Roadway Visibility

- Ensure all roadway signs meet acceptable retro reflectivity
- Expand the use of delineation
- Expand the use of centerlines and edgelines and ensure the markings meet acceptable retroreflectivity



Six key Emphasis Areas and 25 Focus Areas were identified within the Blueprint:

Emphasis Area I / Serious Crash Types

Focus Areas

- o Run-Off-Road Crashes
- o Horizontal Curve Crashes
- o Intersection Crashes
- o Collisions with Trees and Utility Poles
- o Head-On Crashes

Emphasis Area II / High-Risk Drivers and Unrestrained Occupants

Focus Areas

- o Aggressive Drivers
- o Unrestrained Drivers and Occupants
- o Distracted and Drowsy Drivers
- o Young Drivers (15 through 20 years of age)
- o Substance-Impaired Drivers
- o Unlicensed, Revoked or Suspended Drivers

Emphasis Area III / Special Vehicles

Focus Areas

- o Commercial Motor Vehicles (CMVs)
- o All-Terrain Vehicles (ATVs)
- o School Buses/School Bus Signals

Emphasis Area IV / Vulnerable Roadway Users

Focus Areas

- o Older Drivers (65 years of age or older)
- o Motorcyclists
- o Pedestrians
- o Bicyclists

Emphasis Area V / Special Roadway Environments

Focus Areas

- o Nighttime Driving
- o Work Zones
- o Highway / Rail Crossings
- o Traffic Incident Management Areas

Emphasis Areas VI / Data and Data System Improvements

Focus Areas

- o Data Collection
- o Data Accessibility
- o System Linkage



Strategies were developed for each of these focus areas that incorporated the 4 E's – education, enforcement, engineering, and emergency response as well as technology and public policy. Many of these are also included in the Highway Safety Plan (HSP).

Statewide Targets, Performance Measures & Benchmarks

Justification and Explanation for Setting Performance Measures and Benchmark for the Fatality Reduction Goal

Historically Missouri's Strategic Highway Safety Plans have set fatality reduction goals. In the 2012 plan, an interim fatality reduction goal of 700 or fewer fatalities was established for 2016. The 2012 fatality reduction goal of 850 was used as the baseline number. The interim years (2014, 2015 and 2016) were calculated using a trend line starting from the 850 baseline. The yearly goals are listed below.

Target #1: To reduce fatalities to:

- 850 by 2012
- 813 by 2013
- 775 by 2014
- 738 by 2015
- 700 by 2016

Performance Measures:

- Number of statewide fatalities
- Fatality rate per 100M VMT

Benchmarks:

- Expected 2012 fatalities = 850
- Expected 2012 fatality rate per 100M VMT = 1.2

Throughout the remainder of the document, the fatality reduction goals were calculated in the following manner. The percent of contribution of the various crash types was applied to the 2012 baseline of 850 fatalities. From that point, the interim years' fatality goals (2014, 2015, and 2016) were calculated using a trend line aimed at reaching the 700 or fewer fatalities by 2016. Fatality reduction goals were calculated for the following crash types:

- Aggressive driving related fatalities
- Speed-related fatalities
- Fatalities involving drivers with a .08 BAC or greater
- Fatalities involving alcohol-impaired drivers under the age of 21 years old
- Unrestrained passenger vehicle occupant fatalities
- Fatalities involving drivers age 15 through 20
- Fatalities involving older drivers
- Motorcyclist fatalities

- Un-helmeted or non-DOT compliant helmeted motorcyclist fatalities
- Fatalities involving motorcycle operators who are not licensed or improperly licensed
- Fatalities resulting from crashes involving school buses or school bus signals
- Pedestrian fatalities
- Bicyclist fatalities

Justification and Explanation for Setting Performance Measures and Benchmark for the Serious Injury Reduction Goal

A serious Injury reduction goal was not established in Missouri's 2012 Strategic Highway Safety Plan. As a result, the 2012 actual serious injury number was established as the benchmark. From the 2012 number, the same fatality reduction trend line was used to calculate interim yearly serious injury reduction goals from 2013 through 2016.

Target #2: To reduce serious injuries to:

- 5,266 by 2013
- 5,020 by 2014
- 4,781 by 2015
- 4,534 by 2016

Performance Measure:

- Number of serious injuries

Benchmark:

- 2012 serious injuries = 5,506

Throughout the remainder of the document, the following serious injury reduction goals were calculated in the following manner. The percent of contribution of the various crash types was applied to the 2012 baseline of 5,506 serious injuries. From that point, the interim years' serious injury goals (2014, 2015, and 2016) were calculated using a trend line aimed at reaching the 4,534 or fewer serious injuries by 2016. Serious injury goals were set for these areas:

- Serious injuries involving drivers age 15 through 20
- Serious injuries involving older drivers
- Serious injuries resulting from crashes involving school buses or school bus signals

Targets by Region

The Missouri Coalition for Roadway Safety has seen varied success from each of the seven regions in reducing fatalities on our roadways. While some regions have seen greater success than others in regards to percentage reduction, each has done a tremendous job in making our roads safer for the traveling public.



In order for the Coalition to reach the target of 700 or fewer by the end of 2016, each region will need to continue efforts in all disciplines. By the end of 2016, the state will have seen a roadway fatality reduction of 44 percent since 2005. More importantly, each region will have to reduce the roadway fatalities by over 40 percent in order for the state to reach the target. The fatality number established for each region was determined from the previous eight years starting with 2005 (eight-year average). This method was preferred in order to minimize the fluctuations realized by each region.

Fatalities by Region

Reduction per Region (2013-2016 estimated)

Year	NW	NE	KC	CD	SL	SW	SE	Total
2005	85	93	203	188	238	257	193	1,257
2006	56	63	150	190	205	260	172	1,096
2007	52	71	162	175	206	173	153	992
2008	59	62	171	155	195	179	139	960
2009	57	49	155	133	170	165	149	878
2010	32	66	145	101	175	167	135	821
2011	48	50	122	120	162	154	130	786
2012	46	58	161	123	171	143	124	826
2013	46	55	135	126	162	160	128	813
2014	44	52	129	121	155	152	122	775
2015	42	50	123	115	147	145	116	738
2016	40	47	117	109	140	138	110	700

Safety Plan Integration

Missouri's target of 700 or fewer fatalities has been integrated into all key planning documents that include: State Highway Safety Strategic Plan, Missouri's Blueprint to Save More Lives; the Commercial Vehicle Safety Plan (CVSP); and the Highway Safety Plan and Performance Plan (HSP). The fatality reduction goal is also included in the Highway Safety Improvement Program Annual Report along with fatalities, fatality rates and serious injuries. Every effort will be made to establish and align evidence based strategies within these documents to guide Missouri to meet this target.

Blueprint Implementation

The Blueprint is a collective effort of the Missouri Coalition for Roadway Safety (MCRS) and safety professionals throughout the state. The MCRS leads the charge to implement the Blueprint and encourage safety partners to focus their activities and programs in support of the "Necessary Nine" and subsequent emphasis areas, focus areas, and strategies. The state is divided into seven (7) regional coalitions that develop annual safety plans. The coalitions meet on a regular basis to discuss their

concerns, review how their countermeasures are working, and consider ways to improve their efforts. Approximately \$2 million of state road funds is dedicated to this effort.

The Blueprint is an overarching strategic highway safety plan for the State of Missouri while the state's Section 402 Highway Safety Plan serves as one of the implementation components in support of the Blueprint efforts.




HSP and Performance Plan Overview

Under the Highway Safety Act of 1966, the National Highway Traffic Safety Administration (NHTSA) provides grants and technical assistance to states and communities. Section 402 of the Act requires each state to have a highway safety program to reduce traffic crashes and deaths, injuries and property damage. Section 402 grant funds are apportioned to the states based on the ratio of state population to the national population (75%) and state public road mileage to the total national public road mileage (25%).



Section 402 funds must be used to support the state's performance plan (which contains performance goals based on the traffic safety problems identified by the state) and the HSP. These plans provide for the implementation of a program that addresses a wide range of highway safety problems related to human factors and the roadway environment and that contributes to the reduction of crashes and resulting deaths and injuries.

The strategies outlined within the HSP and performance plan will be implemented in an attempt to reach the overarching statewide Blueprint target of 700 or fewer fatalities by 2016.

-  The Blueprint serves as a roadmap for the State's Highway Safety Plan
-  The "Necessary Nine" provides direction for the HSP
-  The goal determines our interim fatality reduction target

Performance Measures

Performance measures enable the state to track progress, from a specific baseline, toward meeting an interim target. In August 2008, the US Department of Transportation released a document, DOT HS 811 025, that outlines a minimum set of performance measures to be used by States and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from the National Highway Traffic Safety Administration, State Highway Safety Offices, academic and research organizations, and other key groups developed these performance measures, which were agreed upon by NHTSA and the Governors Highway Safety Association.

The initial minimum set contains 15 measures: 11 core outcome measures, 1 core behavior measure; and 3 activity measures. These 15 measures cover the major areas common to State highway safety plans and use existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, states set goals for and report progress on each of the 11 core outcome and behavior measures annually. In 2014, an additional outcome measure, bicycle fatalities, was added.

The following page identifies the 15 performance measures within their respective program areas:

1. Fatalities (actual)
2. Fatality rate per 100M VMT (statewide; urban; rural)
3. Number of serious (disabling) injuries
4. Number of fatalities involving drivers or motorcycle operators with .08 BAC or above
5. Number of unrestrained passenger vehicle occupant fatalities
6. Number of speeding-related fatalities
7. Number of motorcyclist fatalities
8. Number of unhelmeted motorcyclist fatalities
9. Number of drivers age 20 or younger involved in fatal crashes
10. Number of pedestrian fatalities
11. Number of bicycle fatalities
12. Percent observed belt use for passenger vehicles – front seat outboard occupants
13. Number of seat belt citations issued during grant-funded enforcement activities
14. Number of impaired driving arrests made during grant-funded enforcement activities
15. Number of speeding citations issued during grant-funded enforcement activities

Benchmarks

Our benchmarks will serve as points of reference by which we are able to measure our progress. These benchmarks are not totally reliant upon the programs implemented by the highway safety office, however. They are often highly dependent upon existing public policy and the motoring public's adherence to traffic laws and safe driving habits.

The Statewide Goals, Performance Measures, and Benchmarks are "expectations" based upon the targets established in Missouri's Blueprint to ARRIVE ALLIVE (850 or fewer fatalities by 2012) and Missouri's Blueprint to SAVE MORE LIVES (700 or fewer fatalities by 2016).

Best Practices Countermeasures

The highway safety office makes every attempt to ensure that effective countermeasure efforts are incorporated into the strategies of the Plan by employing the following methods:

1. Utilizing proven countermeasures identified within the latest update of Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, US DOT, NHTSA;
2. Utilizing countermeasures identified in MCHRP report 622 publication (effectiveness of Highway Safety countermeasures)

3. Evaluating traffic crash data to determine crash types, target populations and geographic locations in order to most effectively implement countermeasure efforts;
4. Participating in national law enforcement mobilizations that combine blanketed enforcement and saturated media during established timeframes and in targeted traffic corridors;
5. Participating in state, regional, and national training opportunities in order to gain insight into proven programs that can be replicated in Missouri; and
6. Reviewing highway safety research studies from Transportation Research Board, NHTSA, FHWA, FMCSA, Insurance Institute for Highway Safety, AAA Foundation, etc. to guide the inclusion of various strategies in the Plan.



No highway safety office can work in a vacuum without communication, cooperation and coordination with our safety partners. This partnership approach allows us to expand our resources, generate diverse ideas, and incorporate new concepts and projects into our Highway Safety Plan. A sampling of the myriad of our safety partners includes:

American Automobile Association
American Association of Retired Persons
Blueprint Regional Coalitions (7 – Northwest, Northeast, Kansas City, Central, St. Louis, Southwest, Southeast)

Cape Girardeau Safe Communities Program
City/County Engineers
County Health Departments
East-West Gateway Coordinating Council
Emergency Nurses Association
Federal Highway Administration
Federal Motor Carrier Safety Administration
Institutions of Higher Education
Law Enforcement Traffic Safety Advisory Council
Law Enforcement Training Academies
Local Technical Assistance Program
Metropolitan Planning Organizations
Mid-American Regional Council
MO Association of Insurance Agents
MO Automobile Dealers Association
MO Coalition for Roadway Safety
MO Department of Health & Senior Services
MO Department of Labor and Industrial Relations
MO Department of Mental Health

MO Department of Public Safety
MO Department of Revenue
MO Division of Alcohol and Drug Abuse
MO Division of Alcohol and Tobacco Control
MO Head Injury Advisory Council
MO Injury and Violence Prevention Advisory Committee
MO Trucking Association
MO Office of Prosecution Services
MO Police Chiefs Association
MO Safety Center
MO Sheriffs Association
MO State Highway Patrol
MO Youth/Adult Alliance
Mothers Against Drunk Driving
Motorcycle Safety Task Force
National Highway Traffic Safety, Admin. Region 7
Office of State Courts Administrator
Operation Impact
Operation Lifesaver
Partners in Prevention
Regional Planning Commissions
Safe Kids Coalitions
Safety Council of the Ozarks
Safety Council of Greater St. Louis
Safety & Health Council of MO and KS
State Farm Insurance
Think First Missouri
Traffic Safety Alliance of the Ozarks

In addition to these highway safety partners, each Blueprint regional coalition has an extensive base of local partners.

Planning, Programming and Implementation Timeframes

The state's highway safety program, as explained earlier, is a federal grant program. The federal fiscal year runs from the period October 1 through September 30.

The table on the following page represents the timeframes within which the agency must operate in order to meet our federal requirements. The timeframes also provide a quick overview of when grant applications, program reports, and annual reports are due. This information provides our grantees and the general public a clearer picture of our internal process.

Some dates are firm—those established by the federal government for submitting our HSP, annual report, and supplemental grant applications. Some of the dates established by the Highway Safety Office are more fluid; they may be revised in order to allow the agency to function more efficiently.

The following table sets the timeframes for the basic Section 402 Highway Safety Program and the annual report for that grant.



Planning, Programming and Implementation Timeframes

Highway Safety Plan and Annual Report

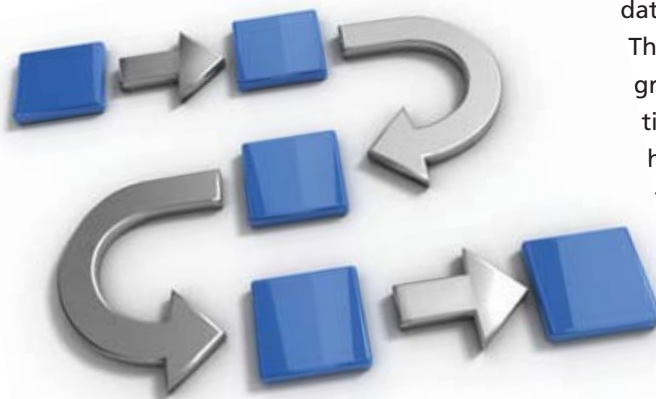
ACTIVITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Data collection & analysis, problem identification, internal planning and input solicitation for new fiscal year				1								
Mail out requests for project proposals for new fiscal year			1									
Contract and equipment monitoring by HS staff												
Grantee reimbursement vouchers												
Conduct regional grant application training sessions				5-16								
Grant applications due to HS						1						
Grant applications review & budget meetings							6-10					
Contracts written and reviewed internally									10			
HSP & Performance Plan/405 grants due to NHTSA									30			
Mail grantee award and denial letters										1		
Regional contract award workshops w/grantees											3-14	
Verify that soft match letters are on file												1
Program income submissions from grantees	31						30					
Federal fiscal year ends (contract ending date)												30
All funds must be obligated for new fiscal year												30
Federal fiscal year begins (contract start date)	1											
Mail letters requesting year-end reports												30
Year end reports due from grantees		14										
Compile & print annual report			15									
Annual report & final cost summary due			31									
Audit closeout (within 90 days of fiscal year end)			31									
Require submission of program income documentation	31						30					

Grant Application Process

The Highway Safety Office hosts grant application workshops each spring for potential grantees. These workshops are held in five strategic regional locations (Cape Girardeau, Chesterfield, Jefferson City, Springfield, and Lee's Summit) so that no participant has to travel terribly far in order to attend. They are usually scheduled during January.

Workshop participants are provided a packet explaining the highway safety grant program, the types of projects eligible for award, and an overview of statewide statistical traffic crash data. Potential grantees are given instruction on how to retrieve traffic crash data for analysis through the Missouri State Highway Patrol's web site.

The purpose of the highway safety program and the statewide goal are discussed to help the potential grantees understand how their efforts are imperative in order to impact the fatality reduction goal. Program areas are identified and the Highway Safety Grant Management System (GMS) and on-line reporting systems are reviewed. These seminars are used as an opportunity to share any new contract conditions, application process changes, or legislative changes that may impact the grant programs. The grant application deadline for the 2015 fiscal year was March 1, 2014.



Internal Grants Management System

In late 2001, the Highway Safety Office began work with the Regional Justice Information Service (REJIS) to develop the first-of-its-kind on-line grants management system. The system allows grantees to electronically submit applications. This information feeds into a system that builds databases for managing the highway safety grants (budgets, grantee lists, inventory, vouchering, reporting data, disbursement reports, etc.). The system went live for the 2003 grant application cycle. Since that time, the Highway Safety Office has continued to work with REJIS to refine the system in order to make it more user friendly for the grantees, in addition to being more functional and robust for the Highway Safety Office. An extensive rewrite took place to coincide with the 2010

grant cycle. The system was refined so that the processes of application submission, contract development, enforcement reporting, and vouchering are now entirely Web-based. Three additional programs were also added to the system: Safe Routes to School; Work Zones; and the Motor Carrier Safety Assistance Program. In 2010 the Safe Routes to School program was transferred to another division of MoDOT, therefore, this section of the GMS was not further developed. Additional reporting components were developed including training and inventory management sections. The Highway Safety Office will continue to maintain and improve this grants management system as funding allows.

Grant Selection Process

The highway safety program staff reviews the applications relative to their specific areas of expertise. During this preliminary review, they assess the applications to determine their relevancy toward meeting the highway safety goals. Applicants are contacted if clarification is needed. In essence, a case is prepared to present to management and the remaining program staff members to support whether the application should be funded in full, in part, or denied.

Fatal and serious injury crash rankings are performed for all cities, counties, and the unincorporated areas in the State. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, distracted, unbelted, under 21 years of age and older drivers. These rankings are also used in determining the overall severity of the problem for each respective location. Fatal and serious injury county, city, and unincorporated county rank orders are located on pages 40-74 of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident System located at <https://www.mshp.dps.missouri.gov/TR10WEB/includes/TR10L600.jsp>.

Law enforcement applications are assessed to determine their rankings by the type of project they are choosing to conduct. While the highest-ranking locals are given priority because of the potential impact of their project, other considerations are taken into account. For instance, a lower-ranking city may be given a project because the county in which they reside ranks high or they may fall within a dangerous corridor. Some communities are given a project in order to participate in the national mobilizations while others are given consideration because the Highway Safety Office has determined a need exists to garner traffic safety minded agencies within a particular geographic location. An additional consideration may be their participation in multi-jurisdictional law enforcement task forces.

An internal team of highway safety program staff review all grant applications. Several days are set aside to review the applications and hear both supporting arguments and issues of

concern. The reviewers take many factors into consideration when assessing these applications:

- Does the project fall within the national priority program areas (alcohol and other drug countermeasures; police traffic services; occupant protection; traffic records; emergency medical services; speed; motor-cycle, pedestrian, or bicycle safety)?
- Does the project address the key emphasis areas identified within the Blueprint and does it have the ability to impact statewide traffic crash fatalities and serious injuries?
- Does the problem identification sufficiently document problem locations, crash statistics, targeted populations, demonstrated need, and the impact this project would have on traffic safety problems in their community?
- Have "best practices" countermeasures been proposed in order to make a positive impact on the identified problem?
- Will this project provide continuity of effort in a particular geographic region (such as multi-jurisdiction enforcement) or in a particular program area (occupant protection)?
- Will the activity serve as a "foundational project" that satisfies criteria for additional federal funding (e.g., safety belt observational survey)?
- Does the project alleviate, eliminate or correct a problem that was identified in a federally conducted assessment of a highway safety priority program area?
- Will the project satisfy or help satisfy federal goals for regional highway safety issues?



- Are innovative countermeasures proposed and, if so, is there an effective evaluation component included?
- Are any local in-kind resources proposed to match the federal grant efforts?
- Does the applicant propose developing partnerships (e.g., working with service organizations, health agencies, and/or insurance companies; conducting multi-jurisdiction enforcement efforts) in order to expand their resources and enhance their outcomes?
- Has past experience working with this grantee been positive or negative (have they performed according to expectations; have there been monitoring or audit findings)?
- Is the local government or administration supportive of this proposed activity?
- If equipment is requested, will the equipment

support a project or enforcement activity; does the agency have the ability to provide a local match for part of the equipment purchase?

- Is there sufficient funding in the budget to support all or part of this application?

The applications are discussed at length to determine whether they should be funded, the level of funding, which grant funding source should support the project, and whether the activity is a state or local benefit (40 percent of funds must be expended toward local benefit). A key reference document is Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices to assure we support research-based strategies. Other considerations for research-based strategies are Transportation Research Board research and reports, other DOT funded research and university-based research.

When equipment is required, the grantee agency is requested to provide a local match. If the local match is unavailable, those applications are reviewed on a case-by-case basis to determine whether this agency can provide full support.

During the meeting, this information is continually updated into the Highway Safety Office's grant management system so that real-time information is immediately available. By the end of the meeting, there is a complete listing of the approved projects that will best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2016.

**ASSESSMENT
BASED ON
NEED**

**APPROVAL/
DENY**

NOTIFICATION

Grantee Compliance Requirements

COMPLIANCE

Any agency receiving a Highway Safety grant must comply with the following statutes or rules. Detailed information regarding each of these statutes and rules are included in our grant contracts per Appendix A to Part 1200 - Certifications and Assurances for Highway Safety Grants (23 U.S.C. Chapter 4).

Nondiscrimination — CFR Chapter 50 prohibits discrimination on the basis of race, color, religion, sex or national origin including DBE and Segregated Facilities.

Hatch Act – The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

Buy America Act – The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323 (j)). Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to the Region 7 NHTSA office.

Certification Regarding Federal Lobbying

Restriction of State Lobbying

Certification Regarding Debarment and Suspension

Any law enforcement agency receiving a Highway Safety grant must also comply with the following statutes or rules:

Peace Officer Standards and Training Certification (P.O.S.T.) — Pursuant to RSMo 590.100-590.180 all peace officers in the State of Missouri are required to be certified by the Department of Public Safety

Statewide Traffic Analysis Reporting (STARS) – Pursuant to RSMo 43.250, law enforcement agencies must file accident reports with the Missouri State Highway Patrol

Uniform Crime Reporting — Pursuant to RSMo 43.505, all law enforcement agencies shall submit crime incident reports to the Department of Public Safety on the forms or in the format prescribed by DPS, as shall any other crime incident information that may be required by DPS.

Racial Profiling — Pursuant to RSMo 590.650, each law enforcement agency shall compile the data described in Subsection 2 of Section 590.650 for the calendar year into a report to the Attorney General and submit the report to the AG no later than March first of the following calendar year.

LOCAL ORDINANCES AND POLICIES

Agencies are encouraged to adopt, if possible:

- **Model Traffic Ordinance**—RSMo 300.00—Rules governing traffic administration and regulation
- **Child Restraints**—RSMo 307.179—Passenger restraint system required for children birth through age seven years (Primary Offense)
- **Seat Belts**—RSMo 307.178—Seat belts required for passenger cars
- **Primary Seat Belt** – A model ordinance allowing primary enforcement of a seat belt violation.
- **Open Container**—A model ordinance prohibiting the possession of an open container of alcoholic beverages in a motor vehicle.
- **Law Enforcement Vehicular Pursuit Training**—Section 402 subsection (I) pursuant to SAFETEA-LU, requires states to actively encourage all relevant law enforcement agencies in the State to follow guidelines set for vehicular pursuits issued by the International Association of Chiefs of Police. The Highway Safety Office, by way of letter and inclusion in the Highway Safety Contract Conditions, encourages all Missouri law enforcement agencies to follow the IACP Vehicular Pursuit Guidelines.

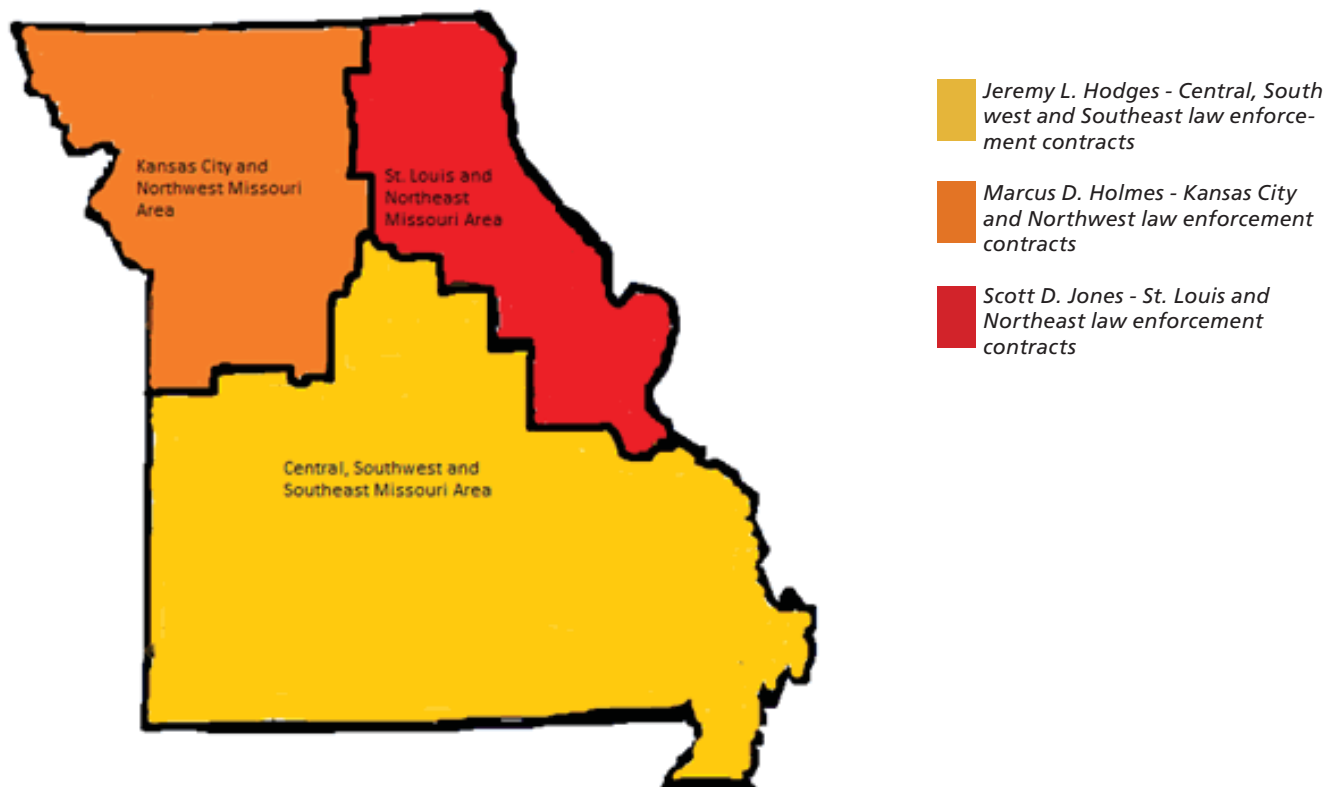
EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT (E-Be) PROGRAM

The Highway Safety Office has three Law Enforcement program managers that cover specific regions of the State. Below is a map that outlines the areas of responsibility for each program manager. These managers are responsible for the statewide coordination of state, county and local law enforcement projects. The evidence-based traffic safety enforcement program is focused on preventing traffic violations, crashes, and crash fatalities and injuries in areas of most risk for such incidents. It involves an array of enforcement activities throughout the fiscal year.

The section will include: Problem Identification, implementation plan, and follow-up and adjustment plan



District Map and Regional Coverage Areas



Problem Identification Process

- Fatal and serious injury crash rankings are performed for all cities, counties, and the unincorporated areas in the State. These rankings are conducted for the problem areas of alcohol, speed, young drinking drivers, distracted, unbelted, under 21 years of age and older drivers. These rankings are also used in determining the overall severity of the problem for each respective location. Fatal and serious injury county, city, and unincorporated county rank orders are located on pages 41-75 of this report. Ranking by problem area can be found on the Missouri State Highway Patrol's on-line State Traffic Accident System located at <https://www.mshp.dps.missouri.gov/TR10WEB/includes/TR10L600.jsp>.

Implementation Plan

- **Grant Application Selection**
 - o Grant application workshops are held for potential grantees in five locations around the State. The purpose of the highway safety program and statewide goal are discussed at each workshop to help grantees understand how their efforts are imperative in order to impact the fatality and serious injury problem on Missouri highways.
 - o Law enforcement program management staff participate in each workshop and offer assistance to agencies interested in submitting a grant.
 - o Once grantees submit their applications into the HSO Grant Management System, law enforcement program management staff reviews each application for their fatality / serious injury rankings. During this review, LE program managers assess the applications to determine their relevancy toward meeting the highway safety goals.
 - o The LE program management team reviews their respective applications and, in spring, a grant application review meeting is held for all grant applications. The LE staff share supporting arguments and issues of concern recommending either to fully-fund, partially-fund or deny the LE applications. The reviewers take many factors into consideration when assessing these applications. A list of considerations are located on pages 24-25 of the HSP.

- o Once LE grant award decisions are made that best support the mission and work toward reaching the Blueprint's target of 700 or fewer fatalities by 2016, grant award meetings are held in the fall at five locations around the State. LE program managers provide a copy of the award, review grantee compliance requirements, address any questions and concerns, and network with any new and continuing grantees.

- **Mobilizations**

- o The Law Enforcement Traffic Safety Advisory Council identifies quarterly substance-impaired driving and occupant protection mobilization dates for each fiscal year. The LE program management staff aggressively seeks participation in these mobilizations as well as the NHTSA required Drive Sober or Get Pulled Over and the Click It or Ticket mobilizations. Efforts are also made to encourage participation in the Distracted Driving month emphasis area Enforcement Activities and Techniques.

- **DWI/Traffic Unit**

- o A key enforcement technique used is to team with a city or county law enforcement agency to financially support DWI/Traffic Units. We have a total of 10 Units. The mission of these Units is to focus on substance-impaired drivers/high risk drivers and they are charged with aggressively enforcing DWI and Hazardous Moving Violations. Below is a list of the Full-time DWI Units:

*Joplin Police Department
Greene County Sheriff's Office
Boone County Sheriff's Office
Columbia Police Department
Jackson County Sheriff's Office
Jefferson County Sheriff's Office
Franklin County Sheriff's Office
St. Louis County Police Department
Creve Coeur Police Department
Platte County Sheriff's Office*



- **Law Enforcement Task Forces/Councils**
 - o Multiple city/county LE agencies meet on a regular basis to plan and coordinate key enforcement activities. Several agencies have a shortage of personnel to conduct sobriety checkpoints and other enforcement initiatives. The Task Force concept provides the opportunity to pool resources to conduct more manpower intensive activities such as sobriety checkpoints or corridor projects. It also provides a forum for the LE officers to network and share traffic issues or concerns. Below is a list of the Multijurisdictional Task Forces operating in Missouri:

Southwest DWI Task Force (12 Agencies)

Northwest DWI Task Force (2 Agencies)

Jackson County Traffic Safety Task Force (11 Agencies)

Cass County STEP DWI Task Force (7 Agencies)

Clay/Platte County DWI Task Force (13 Agencies)

St. Louis Regional Traffic Safety Council (50 Agencies)

St. Charles County DWI Task Force (7 Agencies)

Central Ozarks Regional DWI Task Force (14 Agencies)

Southeast Missouri DWI Task Force (12 Agencies)

*Law Enforcement Traffic Safety Advisory Council
(20 Agencies)*

- **Sobriety Checkpoints**
 - o In 2009 an effort was made to increase the number of sobriety checkpoints held each year. Since that time approximately 500 checkpoints are held each year.

- **Communication Component**
 - o There is a communication plan developed with each mobilization. These plans vary depending on the available funding and involve press releases, paid media, social media, and earned media. Sample pre and post press releases are sent to LE departments choosing to participate in various law enforcement initiatives/mobilizations. In the case of sobriety checkpoints, these releases are required and help make the general deterrent strategy more effective.

- **Continuous Follow-Up and Adjustment**
 - o Program management staff reviews the results of each mobilization. State, local and county LE agencies are encouraged to review their results and area crash data on a regular basis. Based upon these reviews, adjustments are made to operational plans to improve the activity's effectiveness.

Performance Measures

- o To monitor law enforcement participation in the NHTSA and LETSAC mobilizations, the Traffic and Highway Safety Division has three performance measures in their Division Tracker. These measures identify the number of participating agencies, number of hours worked, number of sobriety checkpoints, and the type and number of citation and warning tickets. The 2012-13 annual results are located at the end of the section.

- o There are a number of measures listed throughout the HSP designed to track the progress of our law enforcement activities. The most important outcome involves a reduction in the number of fatalities and serious injuries occurring by crash type. The following is a list of other measures:

- Number of speeding citations/warnings issued during grant-funded enforcement activities and mobilizations
- Number of substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations
- Number of safety belt citations issued during grant-funded enforcement activities and mobilizations



Number of Law Enforcement Agencies Participating and their Citation Results for the National “Click It or Ticket” and “Drive Sober or Get Pulled Over” Campaigns

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Chris Luebbert, Commercial Motor Vehicle Program Manager

Purpose of the Measure:

This measure tracks both the participation and enforcement results of law enforcement activity in the national “Click It or Ticket” safety belt campaign and the “Drive Sober or Get Pulled Over” impaired driving campaign. The National Highway Traffic Safety Administration strongly encourages Missouri’s law enforcement participation in these campaigns. Public information and education coupled with strong law enforcement support has proven to be effective in modifying driver behavior.

Measurement and Data Collection:

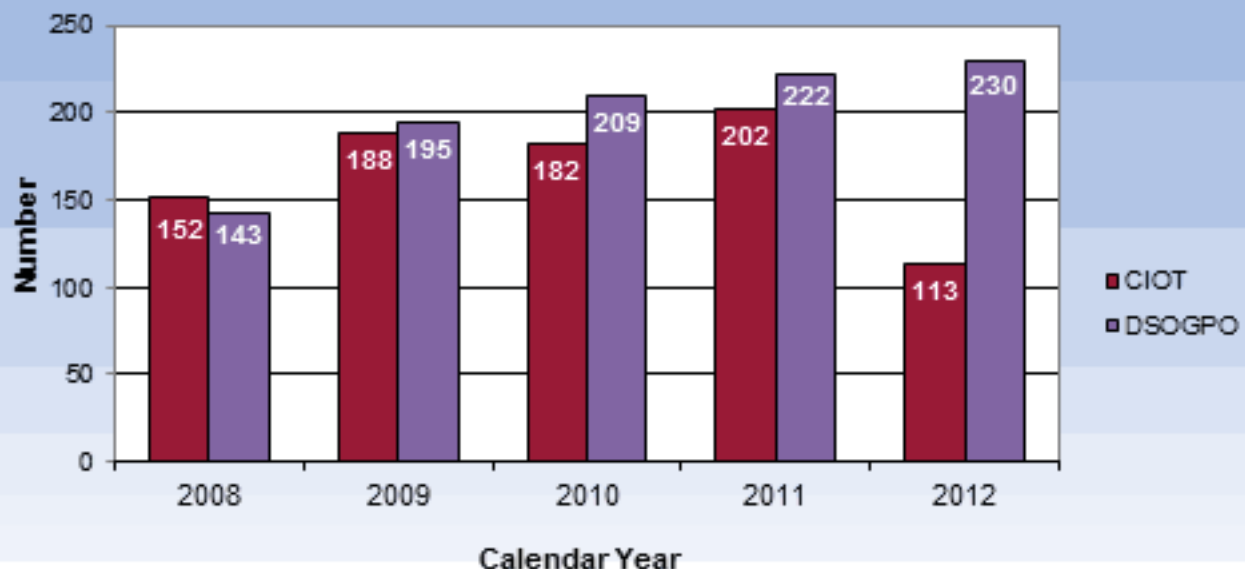
The Highway Safety Office subcontracts with the Missouri Safety Center to provide mini-grants to law enforcement agencies in the form of overtime. The enforcement overtime is used to target impaired drivers and unbuckled vehicle occupants. The law enforcement agencies report their enforcement statistics to the Highway Safety Office via an online reporting system.

Improvement Status:

Beginning in 2009 all agencies that worked the Drive Sober or Get Pulled Over campaign and four other statewide DWI campaigns were included in a drawing for a fully equipped DWI enforcement vehicle. This and other avenues of promotion by the Highway Safety Office have helped increase participation in all statewide campaigns.

Vacancies in the Highway Safety Office led to a modest decrease in Click It or Ticket activity for 2012. The participation and activity for the Drive Sober or Get Pulled Over campaign stayed fairly level for 2012.

Number of Law Enforcement Agencies reporting for *Click It or Ticket* and *Drive Sober or Get Pulled Over* Campaigns.



Citations/Warnings Issued During the Click It or Ticket Safety Belt Campaign

Year	2008	2009	2010	2011	2012
Participating Agencies	152	188	182	202	113
Hours Worked	13,114	19,219	11,031	15,722	6,079
Traffic Stops	19,397	30,417	27,072	28,905	18,523
Sobriety Checkpoints	3	25	12	21	5
DWI Arrests	218	375	207	386	147
Safety Restraint Citations	5,796	7,243	6,174	7,283	5,201
Child Passenger Citations	211	243	252	330	164
Felonies	110	187	96	97	74
Stolen Vehicles Recovered	9	46	8	4	4
Fugitives Apprehended	276	562	415	471	217
Suspended Licenses	616	1,114	835	1,377	850
Uninsured Motorists	1,569	2,339	2,338	3,311	2,303
Speeding	8,683	10,322	10,698	10,046	6,571
Rackless Driver	230	541	211	307	119
Drugs	115	241	183	176	84
Other	4,462	5,390	4,892	11,964	8,199

Citations/Warning Issued During the Drive Sober or Get Pulled Over DWI Campaign

Year	2008	2009	2010	2011	2012
Participating Agencies	143	195	209	222	230
Hours Worked	8,294	11,247	11,684	11,485	11,104
Traffic Stops	16,634	28,936	29,280	25,594	24,559
Sobriety Checkpoints	34	52	53	66	32
DWI Arrests	894	909	909	852	714
Safety Restraint Citations	1,064	1,385	1,779	1,774	1,609
Child Passenger Citations	99	105	118	130	101
Felonies	236	174	197	193	152
Stolen Vehicles Recovered	3	47	12	8	14
Fugitives Apprehended	691	701	411	377	344
Suspended Licenses	892	1,240	1,074	1,394	1,433
Uninsured Motorists	1,616	2,480	2,592	3,482	3,560
Speeding	4,504	6,784	7,268	8,906	9,087
Rackless Driver	206	347	398	377	386
Drugs	192	371	323	289	267
Other	7,944	8,355	10,684	14,012	12,970

Keep Customers and Ourselves Safe

Number of Citations and Warnings Issued by Law Enforcement Officers Working Highway Safety Overtime Projects

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

Purpose of the Measure:

This measure tracks annual trends in law enforcement activity conducted during contracted overtime enforcement projects each federal fiscal year. Law enforcement agencies are awarded overtime enforcement grants to conduct high visibility enforcement of traffic laws. Focused law enforcement efforts attempt to modify driver behavior and ultimately reduce traffic crashes in their jurisdiction.

Measurement and Data Collection:

Law enforcement agencies receiving grant funds are required to submit monthly or quarterly reports showing their enforcement efforts. These activity reports are used to demonstrate the amount of effort being conducted in a particular focus area. The enforcement and crash data can help us determine if the project is having an impact. The number of citations issued can vary depending on the time of the year, ongoing campaigns, calls for service, and department strengths.

Improvement Status:

The Traffic and Highway Safety Division continues to encourage all law enforcement to participate and report activity for all enforcement efforts. The graphs below show the citations and warnings written each federal fiscal year by law enforcement agencies working in an overtime basis with grants funded by the Traffic and Highway Safety Division.

Number of Citations and Warnings Issued by Law Enforcement During Overtime Projects

Year	2009	2010	2011	2012	2013
Total Number of Stops	311,452	306,252	301,027	264,639	263,741
Total Hours Worked	151,913	166,599	159,170	139,389	137,226
Total Violations	190,984	212,811	216,883	198,401	131,651
Total HMTV	132,777	131,996	127,261	122,430	131,052
DWI	5,369	5,779	5,761	5,370	4,581
Following to Close	2,282	1,883	1,633	2,821	1,739
Stop Sign	7,843	6,968	7,044	5,729	6,572
Signal Violation	3,974	3,221	3,580	2,670	2,583
Fail to Yield	1,335	1,004	1,071	818	743
C&I	1,968	1,620	1,335	1,409	1,296
Speeding	98,453	85,809	81,055	71,688	77,153
Other HMTV	25,483	25,712	25,761	31,682	36,155
Seat Belt	29,034	20,278	20,401	15,716	18,138
Child Restraint	1,161	763	933	547	693
Other Violations	40,993	37,354	43,867	36,969	36,312
Felony Arrests	1,362	1,119	1,287	980	1,047
Drug Arrests	1,812	1,742	1,758	1,636	1,654
Vehicles Recovered	164	45	36	102	46
Fugitives Apprehended	3,578	3,025	2,868	2,456	3,427
Suspended Revoked License	6,480	6,345	6,416	5,154	5,989
Uninsured	16,063	16,075	18,027	15,220	19,841
Number of Sobriety Checkpoints	441	503	503	504	475

Number of Citations Issued by Law Enforcement Officers Working Highway Safety Mobilizations

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

Purpose of the Measure:

This measure tracks annual trends in law enforcement activity conducted during mobilization efforts throughout the year. Eleven mobilization campaigns are conducted throughout the year targeting occupant restraint and impaired driving violations. Public information and education coupled with strong law enforcement support has proven to be effective in modifying driver behavior and ultimately reduces traffic crashes.

Measurement and Data Collection:

Law enforcement agencies utilize funding provided by the University of Central Missouri - Missouri Safety Center or provide manpower at their own expense. Enforcement data from the participating agencies is collected through a web-based reporting site. These activity reports are used to demonstrate the amount of effort being conducted in a particular focus area.

Improvement Status:

Citations increase during National and State recognized campaigns. These include "Youth Seat Belt Enforcement" in March, "Click It or Ticket" in May/June, and "Drive Sober or Get Pulled Over" in August/September. The Traffic and Highway Safety Division continues to encourage all law enforcement to participate and report activity for these campaigns whether funded or not. The graph below shows the citations written each year by participating law enforcement agencies.

Number of Citations Issued by Law Enforcement During Mobilizations

Year	2008	2009	2010	2011	2012
Total Number of Stops	61,940	137,639	154,210	143,262	121,483
Total Hours Worked	33,592	66,143	74,442	70,307	51,865
Total Violations	57,236	116,926	137,121	147,213	153,639
Total HMV	34,765	69,804	74,360	75,542	85,689
DWI	2,022	3,447	3,141	2,923	2,814
Following to Close	727	1,219	1,447	1,217	1,355
Stop Sign	3,162	5,226	5,368	6,012	5,407
Signal Violation	1,448	2,470	2,764	2,404	2,378
Fail to Yield	515	1,226	1,163	1,298	1,218
C&I	732	2,032	1,513	1,515	1,532
Speeding	18,892	40,286	43,900	42,792	44,804
Other HMV	7,282	13,898	15,077	17,319	24,139
Seat Belt	8,738	18,029	17,219	20,347	15,029
Child Restraint	403	843	1,194	1,183	769
Other Violations	13,331	28,250	27,044	28,924	31,141
Felony Arrests	494	1,000	891	735	670
Drug Arrests	510	1,517	1,293	1,217	1,301
Vehicles Recovered	39	134	70	97	45
Fugitives Apprehended	1,513	2,923	2,525	1,966	1,769
Suspended Revoked License	2,561	5,644	5,107	5,959	6,275
Uninsured	5,044	12,047	12,197	14,666	15,693
Number of Sobriety Checkpoints	72	164	164	167	145

STATEWIDE CRASH ANALYSIS

Making the roadway traffic system less hazardous requires understanding the system as a whole – understanding the interaction between its elements (vehicles, roads, road users and their physical, social and economic environments) and identifying where there is potential for intervention. This integrated approach more effectively addresses our traffic safety problems.

Problem Identification

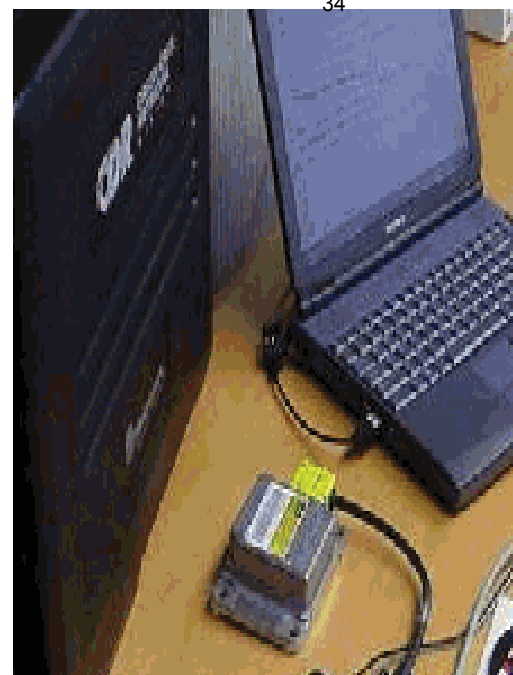
Problem identification involves the study of the relationship between collisions and the characteristics of people using the roadways, types and numbers of vehicles on the roads, miles traveled, and roadway engineering.

Most motor vehicle crashes have multiple causes. Experts and studies have identified three categories of factors that contribute to crashes – human, roadway environment, and vehicle factors. Human factors involve the driver's actions (speeding and violating traffic laws) or condition (effects of alcohol or drugs, inattention, decision errors, age). Roadway environment factors include the design of the roadway, roadside hazards, and roadway conditions. Vehicle factors include any failures in the vehicle or its design. Human factors are generally seen as contributing most often to crashes at 93 percent, followed by roadway environment at 33 percent, and

finally the vehicle at 13 percent (US General Accounting Office, GAO-03-436, Research Continues on a Variety of Factors that Contribute to Motor Vehicle Crashes, March 2003).

Since this plan is directed toward modifying behavior so that safety will be the accepted norm, it stands to reason that we must identify and categorize those individuals who are making unsafe decisions and/or who are causing traffic crashes. It will be obvious to the reader that this document references targeted audiences or populations. The term "target audience" infers a population group that is overrepresented in a particular type of crash (e.g., drinking drivers) or is underrepresented in using safety devices (e.g., unhelmeted motorcyclists or unbuckled occupants). This terminology is in no way meant to profile certain populations by age, gender, race, or nationality. Rather, this is an accepted term to identify specific population groups that must be reached with our messages and our enforcement efforts if we are to reduce traffic crashes, prevent injuries and save lives.





Research has shown that the number of crashes at a particular site can vary widely from year to year, even if there are no changes in traffic or in the layout of the road. Since a single year's data is subject to considerable statistical variation; three years is generally regarded as a practical minimum period for which a fairly reliable annual average rate can be calculated. The FY 2015 Highway Safety Plan references crash statistics for 2010 through 2012.

In the 3-year period 2010-2012, a total of 2,433 people died on Missouri's roadways while another 17,244 suffered serious injuries. A fatality is recorded when a victim dies within 30 days of the crash date from injuries sustained in the crash. A serious injury is recorded

when a victim observed at the scene has sustained injuries that prevent them from walking, driving, or continuing activities the person was capable of performing before the crash. While we recognize that many crashes result simply in property damage, only fatal and serious injury crashes have been targeted because they are more costly in human suffering, social and economic terms.

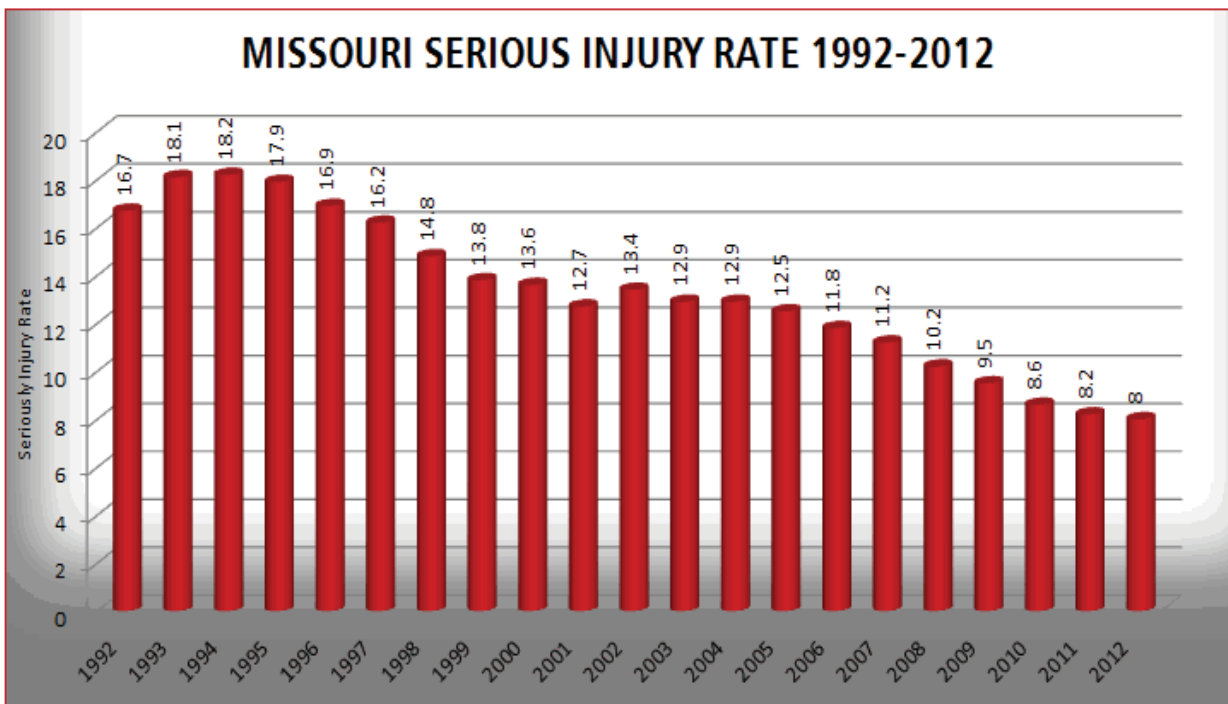
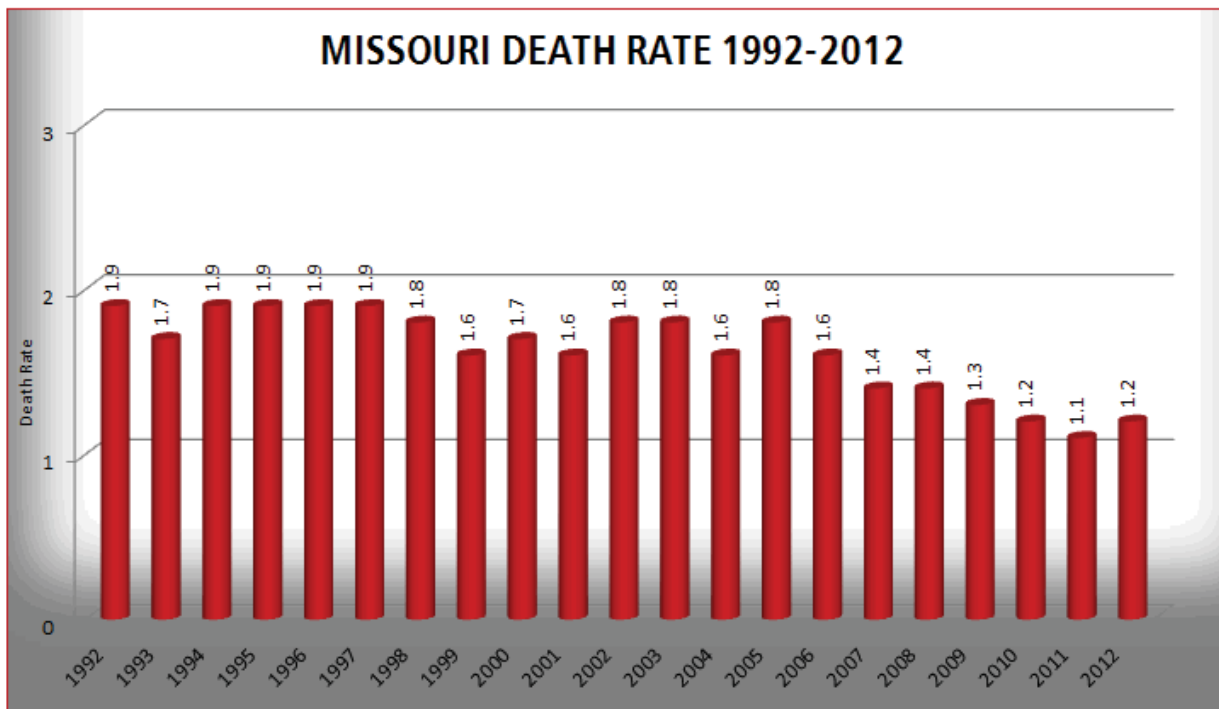
The first series of graphs on the following pages present a long-term depiction of death and serious injury rates covering the 21-year period 1992 through 2012. The second series of graphs address only the three-year period, 2010-2012. The final graphs show the three-year moving average for fatalities and serious injuries starting with 2004-2006.

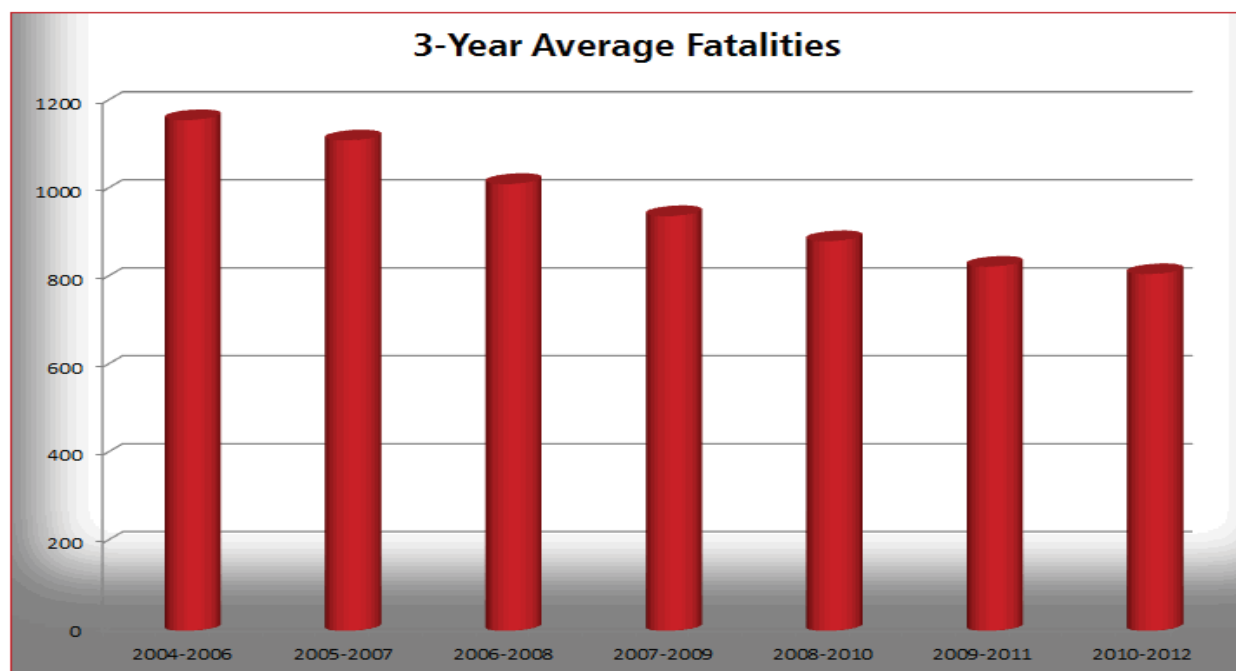
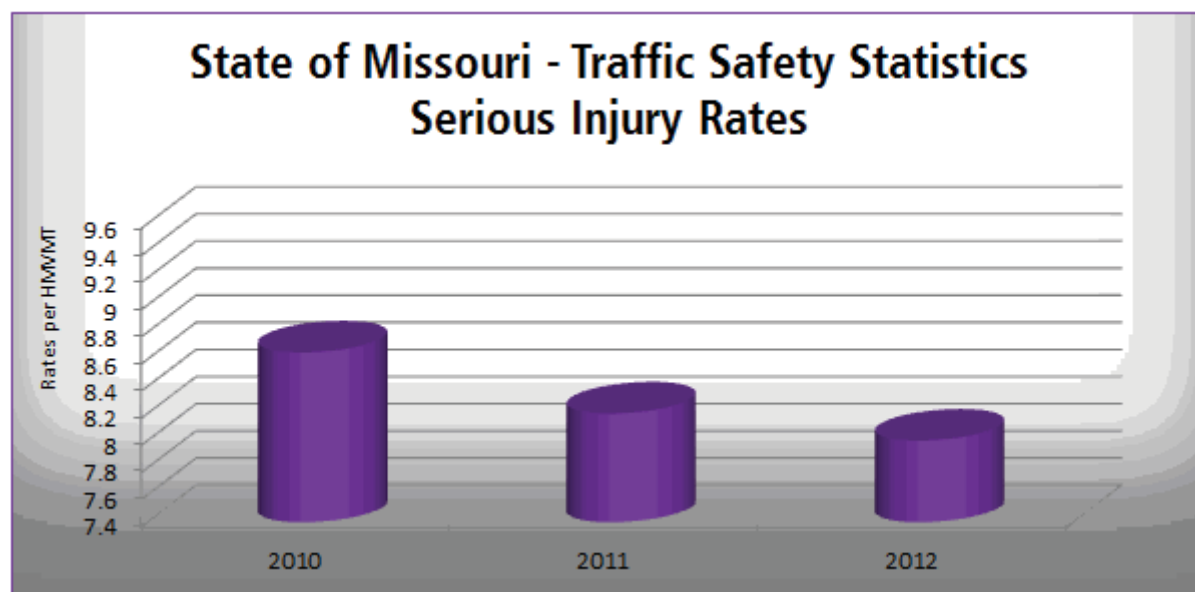
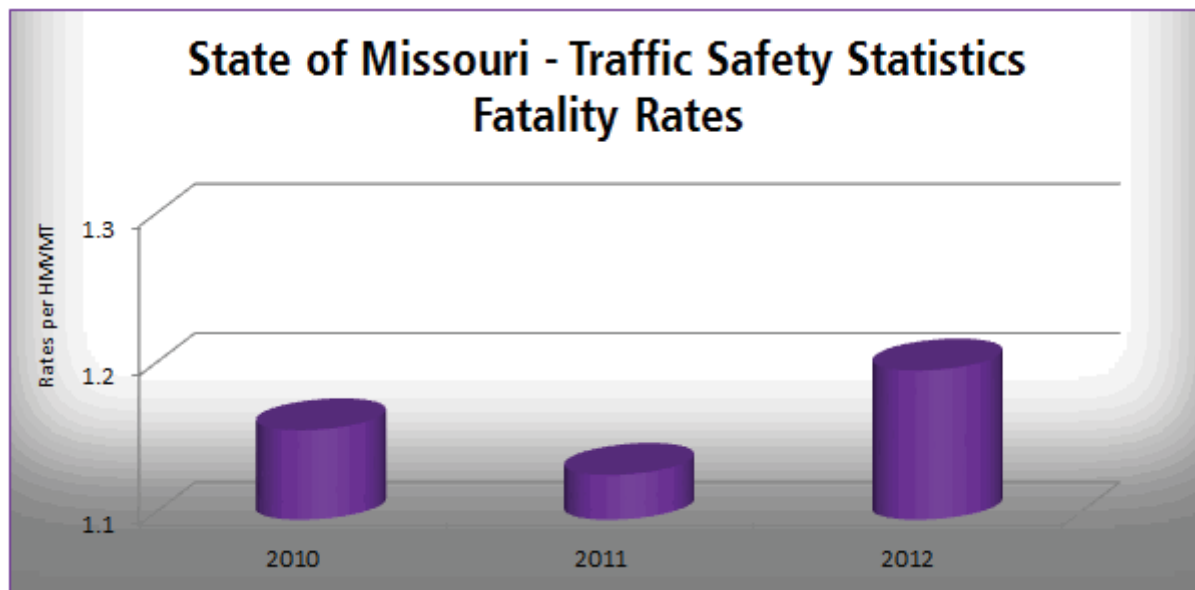
Year	Fatalities	Serious Injury	Miles Traveled ¹	Fatality ² Rate	Serious Injury Rate ³
2010	821	6,095	70,630,000,000	1.2	8.6
2011	786	5,642	68,790,000,000	1.1	8.2
2012	826	5,506	68,403,000,000	1.2	8.0

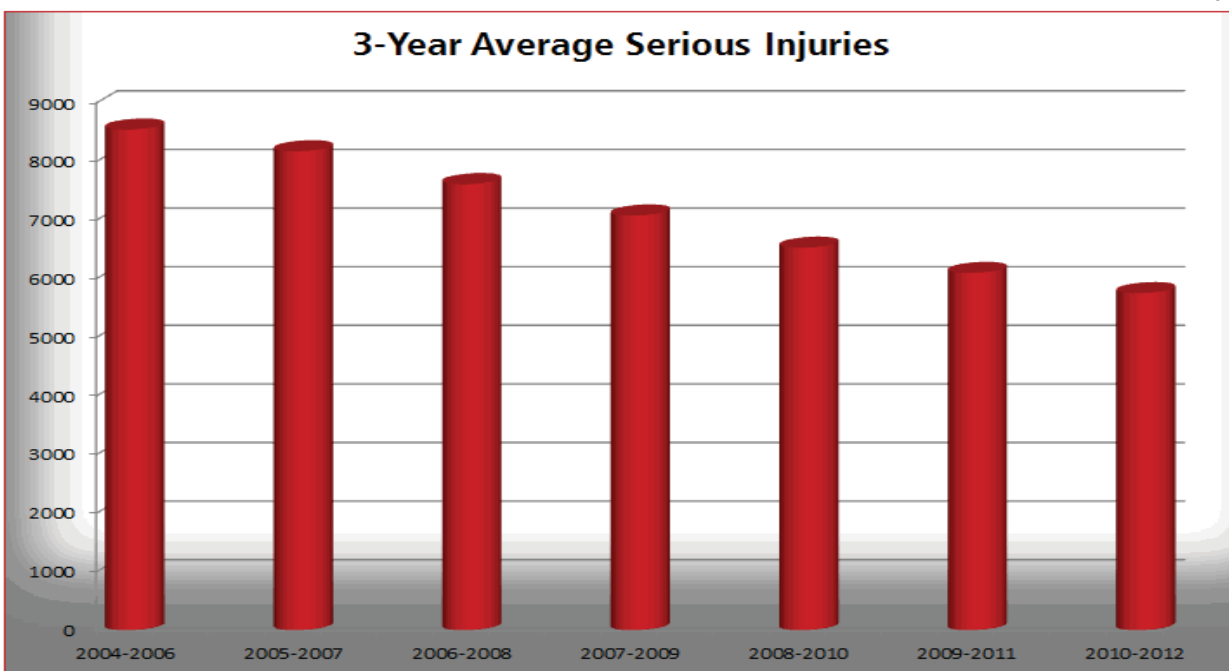
¹ Miles traveled were obtained from the Missouri Department of Transportation - Planning (not an official number)

² Number of fatalities per 100 million miles of vehicle travel

³ Number of serious injuries per 100 million miles of vehicle travel







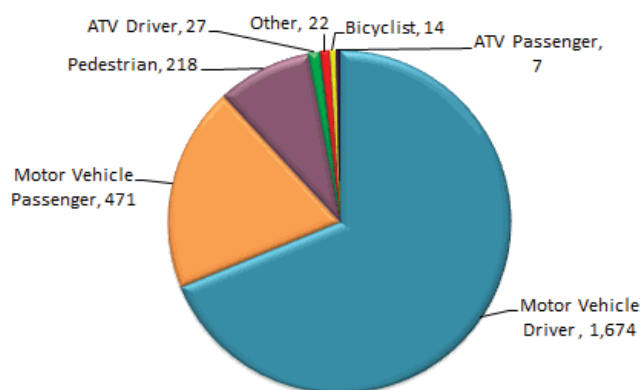
Current Traffic Crash Data: 2010-2012

Although overall fatalities and the death rate reflect a positive reduction, it should not be a cause for complacency. A substantial number of people continue to be killed and seriously injured on Missouri roadways and most of these traffic crashes are preventable. In 2010-2012, of the 431,780 traffic crashes, 2,256 resulted in fatalities and 13,538 resulted in serious injuries. These fatal and serious injury crashes resulted in 2,433 deaths and 17,244 serious injuries.

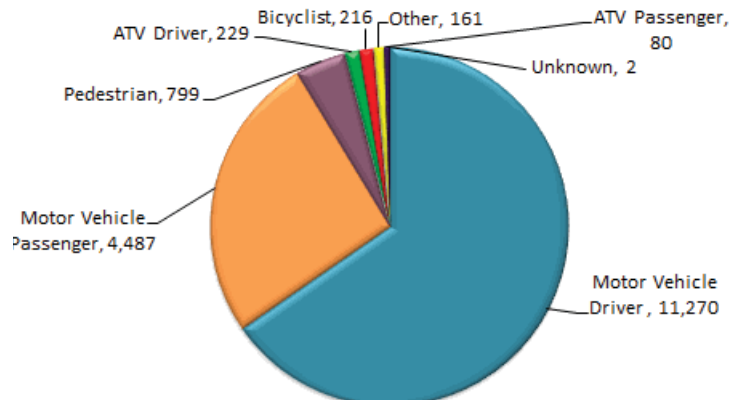
A substantial number of persons killed and injured in Missouri's 2010-2012 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 68.8% were drivers and 19.4% were passengers; of those seriously injured, 65.4% were drivers and 26.0% were passengers.

2010-2012 Missouri Fatalities & Serious Injuries

Persons Killed = 2,433



Persons Seriously Injured = 17,244



Note: OTHER = drivers/passengers on farm implements, motorized bicycles, other transport devices, construction equipment and unknown vehicle body types

Data Collection

Data is the cornerstone of this plan, and is essential for diagnosing crash problems and monitoring efforts to solve traffic safety problems. We must identify the demographics of the roadway users involved in crashes, what behaviors or actions led to their crashes, and the conditions under which the crashes occurred. Data collection and analysis is dynamic throughout the year.

When data is effectively used to identify repeating patterns in the dynamic interaction of people, pavement, vehicles, traffic, and other conditions, there is increased potential for successful mitigation. From this comes a reduction in the number and severity of crashes, ultimately resulting in fewer fatalities and disabling injuries.

The Missouri State Highway Patrol serves as the central repository for all traffic crash data in the state. The Safety Section of MoDOT's Traffic and Highway Safety Division analyzes that data to compile statistics on fatalities and serious injuries. Three years' worth of crash statistics are compiled to provide a more representative sampling, thereby more effectively normalizing the data.

Collisions are analyzed to identify:

- Occurrence – time of day, day of week, month of year, holidays and/or special events
- Roadways – urban versus rural, design, signage, traffic volume, work zones, visibility factors, location

within high accident corridors

Roadway users – age, gender, vehicle users versus pedestrians

Safety devices – used/not used (safety belts, child safety seats, motorcycle helmets)

Causation factors –

Primary: aggressive driving, impaired by alcohol and/or other drugs, distracted or fatigued, speeding or driving too fast for conditions, red light running

Secondary: run off the road, head-on, horizontal curves, collisions with trees or utility poles, unsignalized intersections

Vehicles – type (e.g., passenger vehicles, motorcycles, pickup trucks)

Contributing Factors

Analysis of our statewide traffic crash data was based on the six emphasis areas and their focus areas as defined in the Missouri's Blueprint to SAVE MORE LIVES:

Emphasis Area I – Serious Crash Types

Emphasis Area II – High-Risk Drivers and Unrestrained Occupants

Emphasis Area III – Special Vehicles

Emphasis Area IV – Vulnerable Roadway Users

Emphasis Area V – Special Roadway Environments

Emphasis Area VI – Data and Data System Improvements



Urban versus Rural Crash Experience

Traffic crashes are not evenly distributed on Missouri roadways. As expected, crashes occur in large numbers in the densely populated urban areas (population of 5,000 or more) of the State. Since such a large portion of Missouri's overall population is in the rural areas (under 5,000 population or unincorporated area), the greater number of crashes occurs in those areas. Of the 15,794 fatal and serious injury crashes in 2010-2012, 59.2% occurred in an urban community while 40.8% occurred in a rural area. The rural areas of the State take on even greater significance when examining only fatal traffic crashes. In 2010-2012 fatal traffic crashes, 41.6% occurred in an urban area of the state while 58.4% occurred in a rural area.

FATALITIES AND SERIOUS INJURIES BY COUNTY 2010-2012

KEY:
County name
xx-xx
(Fatality #-Serious Injury #)

2010-2012

Total Fatalities: 2,433

Total Serious Injuries: 17,244



Appendix A

Statewide

Total Fatalities and Serious Injuries by Focus Area - 2010-2012

Fatalities Involving

Serious Injuries Involving

Description	2010	2011	2012	Total	Description	2010	2011	2012	Total
Run-off-Road Crashes	395	398	400	1,193	Run-off-Road Crashes	2,543	2,312	2,269	7,124
Unrestrained Occupants Killed	392	380	396	1,168	Horizontal Curves	1,636	1,521	1,484	4,641
Horizontal Curves	262	270	279	811	Unrestrained Occupants Seriously Injured	1,598	1,452	1,449	4,499
Alcohol and - or Other Drugs	240	234	244	718	Aggressive Driving -Too Fast for Conditions	1,576	1,374	1,268	4,218
Aggressive Driving-Too Fast for Conditions	191	181	199	571	Young Drivers - 15-20	1,444	1,252	1,262	3,958
Inattention	203	181	92	476	Inattention	1,537	1,429	860	3,826
Inattentive Drivers	182	161	85	428	Inattentive Drivers	1,428	1,327	819	3,574
Aggressive Driving-Speed Exceeded Limit	148	134	137	419	Unsignalized Intersection Crashes	1,059	995	925	2,979
Young Drivers - 15-20	119	151	135	405	Alcohol and - or Other Drugs	964	945	912	2,821
Collision with Tree	123	132	131	386	Motorcyclists Seriously Injured	591	634	688	1,913
Unlicensed Drivers	92	118	153	363	Unlicensed Drivers	559	460	877	1,896
Commercial Motor Vehicle	106	119	113	338	Collision with Tree	609	537	634	1,780
Unsignalized Intersection Crashes	115	96	105	316	Older Drivers - 65-75	587	502	512	1,601
Head-On Crashes (Non-Interstates)	98	112	86	296	Signalized Intersection Crashes	553	513	416	1,482
Motorcyclists Killed	93	81	102	276	Head-On Crashes (Non-Interstates)	465	480	482	1,427
Older Drivers - 65-75	84	72	86	242	Commercial Motor Vehicle	506	469	389	1,364
Pedestrians Killed	57	75	86	218	Aggressive Driving-Following Too Close	453	369	340	1,162
Older Drivers -76 or Older	77	57	60	194	Aggressive Driving-Speed Exceeded Limit	362	378	422	1,162
Collision with Utility Pole	27	31	25	83	Older Drivers -76 or Older	334	309	285	928
Signalized Intersection Crashes	27	25	31	83	Pedestrians Seriously Injured	268	302	229	799
Aggressive Driving-Following Too Close	23	19	16	58	Collision with Utility Pole	176	180	178	534
Work Zones	15	11	9	35	Work Zones	102	64	73	239
Head-On Crashes (Interstates)	8	9	10	27	Bicyclists Seriously Injured	69	73	73	215
Bicyclists Killed	7	1	6	14	School Buses/Bus Signal	34	19	15	68
School Buses/Bus Signal	5	1	3	9	Head-On Crashes (Interstates)	15	10	27	52

Note: This summary of traffic crashes represents only those crashes that occurred on Missouri's highway system, including all public roadways. The information is a summary of the crash reports submitted to the Missouri State Highway Patrol.

This publication is possible only through the conscientious reporting efforts of Missouri law-enforcement agencies. These statistics are compiled pursuant to federal law, 23 USC Section 152.



County Rank Order
2010-2012
FATAL CRASHES

**2010 - 2012 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER COUNTY LIST**

Ranking	County	Count	Percent
1	JACKSON	210	9.3%
2	ST. LOUIS	148	6.6%
3	ST. LOUIS CITY	116	5.1%
4	GREENE	87	3.9%
5	JEFFERSON	80	3.5%
6	ST. CHARLES	74	3.3%
7	FRANKLIN	63	2.8%
8	CLAY	56	2.5%
9	NEWTON	39	1.7%
10	BOONE	38	1.7%
11	JASPER	37	1.6%
12	PLATTE	35	1.6%
13	PHELPS	31	1.4%
14	ST. FRANCOIS	30	1.3%
15	CASS	28	1.2%
16	HOWELL	28	1.2%
17	WASHINGTON	28	1.2%
18	PETTIS	27	1.2%
19	CHRISTIAN	26	1.2%
20	CALLAWAY	25	1.1%
21	LAWRENCE	25	1.1%
22	STONE	25	1.1%
23	BARRY	24	1.1%
24	TANEY	24	1.1%
25	CAPE GIRARDEAU	23	1.0%
26	LINCOLN	23	1.0%
27	CAMDEN	22	1.0%
28	CRAWFORD	22	1.0%
29	PULASKI	22	1.0%
30	STODDARD	22	1.0%
31	BUCHANAN	21	0.9%
32	POLK	21	0.9%
33	DUNKLIN	20	0.9%
34	COLE	19	0.8%
35	LACLEDE	19	0.8%
36	MILLER	19	0.8%
37	BUTLER	18	0.8%
38	NEW MADRID	18	0.8%
39	SCOTT	17	0.8%
40	WAYNE	17	0.8%
41	WEBSTER	17	0.8%
42	HENRY	16	0.7%

43	JOHNSON	16	0.7%
44	TEXAS	16	0.7%
45	WARREN	16	0.7%
46	PIKE	15	0.7%
47	RANDOLPH	15	0.7%
48	ANDREW	14	0.6%
49	BENTON	14	0.6%
50	GASCONADE	14	0.6%
51	PEMISCOT	14	0.6%
52	IRON	13	0.6%
53	MARION	13	0.6%
54	MCDONALD	13	0.6%
55	PERRY	13	0.6%
56	AUDRAIN	12	0.5%
57	MORGAN	12	0.5%
58	OREGON	12	0.5%
59	ST. CLAIR	12	0.5%
60	STE. GENEVIEVE	12	0.5%
61	VERNON	12	0.5%
62	DOUGLAS	11	0.5%
63	LAFAYETTE	11	0.5%
64	CALDWELL	10	0.4%
65	DEKALB	10	0.4%
66	DENT	10	0.4%
67	OSAGE	10	0.4%
68	RIPLEY	10	0.4%
69	ADAIR	9	0.4%
70	BATES	9	0.4%
71	MADISON	9	0.4%
72	MONTGOMERY	9	0.4%
73	OZARK	9	0.4%
74	SHANNON	9	0.4%
75	BARTON	8	0.4%
76	CLINTON	8	0.4%
77	DALLAS	8	0.4%
78	LEWIS	8	0.4%
79	LIVINGSTON	8	0.4%
80	MACON	8	0.4%
81	MONROE	8	0.4%
82	RAY	8	0.4%
83	SALINE	8	0.4%
84	WRIGHT	8	0.4%
85	CARTER	7	0.3%
86	HICKORY	7	0.3%
87	MONITEAU	7	0.3%
88	NODAWAY	7	0.3%
89	RALLS	7	0.3%

90	REYNOLDS	7	0.3%
91	CLARK	6	0.3%
92	HOWARD	6	0.3%
93	MARIES	6	0.3%
94	BOLLINGER	5	0.2%
95	CARROLL	5	0.2%
96	HARRISON	5	0.2%
97	MERCER	5	0.2%
98	MISSISSIPPI	5	0.2%
99	CEDAR	4	0.2%
100	CHARITON	4	0.2%
101	COOPER	4	0.2%
102	KNOX	4	0.2%
103	SCHUYLER	4	0.2%
104	SHELBY	4	0.2%
105	DADE	3	0.1%
106	DAVIESS	3	0.1%
107	GRUNDY	3	0.1%
108	PUTNAM	3	0.1%
109	GENTRY	2	0.1%
110	HOLT	2	0.1%
111	LINN	2	0.1%
112	SULLIVAN	2	0.1%
113	ATCHISON	1	0.0%
114	SCOTLAND	1	0.0%
115	WORTH	0	0.0%
Total		2255	



County Rank Order

2010-2012

SERIOUS INJURY CRASHES

**2010 - 2012 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER COUNTY LIST**

Ranking	County	Count	Percent
1	JACKSON	1571	11.6%
2	ST. LOUIS	1400	10.3%
3	ST. LOUIS CITY	538	4.0%
4	JEFFERSON	529	3.9%
5	ST. CHARLES	504	3.7%
6	GREENE	482	3.6%
7	BUCHANAN	406	3.0%
8	CLAY	396	2.9%
9	FRANKLIN	325	2.4%
10	CHRISTIAN	241	1.8%
11	JASPER	234	1.7%
12	COLE	233	1.7%
13	BOONE	232	1.7%
14	LACLEDE	204	1.5%
15	NEWTON	182	1.3%
16	LAWRENCE	178	1.3%
17	LINCOLN	172	1.3%
18	TANEY	167	1.2%
19	CAPE GIRARDEAU	161	1.2%
20	CASS	152	1.1%
21	STONE	132	1.0%
22	BARRY	129	1.0%
23	PULASKI	128	0.9%
24	BUTLER	127	0.9%
25	PLATTE	123	0.9%
26	HOWELL	122	0.9%
27	WEBSTER	122	0.9%
28	TEXAS	121	0.9%
29	CAMDEN	119	0.9%
30	ST. FRANCOIS	112	0.8%
31	PHELPS	106	0.8%
32	CALLAWAY	105	0.8%
33	SCOTT	104	0.8%
34	MCDONALD	101	0.7%
35	JOHNSON	100	0.7%
36	MARION	95	0.7%
37	LAFAYETTE	94	0.7%

38	MILLER	93	0.7%
39	CRAWFORD	89	0.7%
40	BENTON	87	0.6%
41	PETTIS	87	0.6%
42	WASHINGTON	82	0.6%
43	PEMISCOT	81	0.6%
44	DENT	80	0.6%
45	MORGAN	75	0.6%
46	NEW MADRID	74	0.5%
47	ST. CLAIR	74	0.5%
48	RANDOLPH	72	0.5%
49	DUNKLIN	70	0.5%
50	WRIGHT	66	0.5%
51	CEDAR	64	0.5%
52	COOPER	59	0.4%
53	OZARK	58	0.4%
54	RALLS	58	0.4%
55	NODAWAY	57	0.4%
56	RIPLEY	57	0.4%
57	BOLLINGER	55	0.4%
58	ADAIR	54	0.4%
59	WARREN	54	0.4%
60	AUDRAIN	53	0.4%
61	PIKE	53	0.4%
62	DOUGLAS	52	0.4%
63	MACON	52	0.4%
64	MONITEAU	52	0.4%
65	POLK	51	0.4%
66	SHANNON	50	0.4%
67	BATES	49	0.4%
68	PERRY	48	0.4%
69	SALINE	46	0.3%
70	GASCONADE	44	0.3%
71	HENRY	44	0.3%
72	MARIES	44	0.3%
73	VERNON	43	0.3%
74	OREGON	42	0.3%
75	MONROE	41	0.3%
76	OSAGE	41	0.3%
77	REYNOLDS	39	0.3%
78	STE. GENEVIEVE	39	0.3%

79	CLINTON	38	0.3%
80	LIVINGSTON	38	0.3%
81	WAYNE	37	0.3%
82	STODDARD	36	0.3%
83	IRON	35	0.3%
84	LEWIS	35	0.3%
85	RAY	33	0.2%
86	HOLT	31	0.2%
87	CARTER	30	0.2%
88	DADE	30	0.2%
89	HOWARD	30	0.2%
90	MONTGOMERY	30	0.2%
91	MISSISSIPPI	28	0.2%
92	DEKALB	26	0.2%
93	ANDREW	24	0.2%
94	CARROLL	24	0.2%
95	GRUNDY	23	0.2%
96	BARTON	22	0.2%
97	DALLAS	22	0.2%
98	HARRISON	22	0.2%
99	LINN	21	0.2%
100	ATCHISON	20	0.1%
101	CHARITON	20	0.1%
102	MADISON	20	0.1%
103	KNOX	19	0.1%
104	SULLIVAN	19	0.1%
105	DAVIESS	18	0.1%
106	PUTNAM	18	0.1%
107	CALDWELL	16	0.1%
108	MERCER	16	0.1%
109	SCHUYLER	15	0.1%
110	SCOTLAND	15	0.1%
111	CLARK	14	0.1%
112	GENTRY	13	0.1%
113	SHELBY	11	0.1%
114	WORTH	7	0.1%
115	HICKORY	5	0.0%
Total		13537	



City Rank Order
2010-2012
FATAL CRASHES

**2010 - 2012 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER CITY LIST**

Ranking	City	Count	Percent
1	KANSAS CITY	186	21.7%
2	ST. LOUIS	116	13.5%
3	SPRINGFIELD	46	5.4%
4	INDEPENDENCE	24	2.8%
5	LEES SUMMIT	18	2.1%
6	JOPLIN	15	1.7%
7	ST. JOSEPH	13	1.5%
8	HAZELWOOD	11	1.3%
9	COLUMBIA	10	1.2%
10	OZARK	10	1.2%
11	ST. CHARLES	10	1.2%
12	WENTZVILLE	10	1.2%
13	ST. PETERS	9	1.0%
14	FLORISSANT	8	0.9%
15	CHESTERFIELD	7	0.8%
16	JEFFERSON CITY	7	0.8%
17	BOLIVAR	6	0.7%
18	BRIDGETON	6	0.7%
19	FENTON	6	0.7%
20	SIKESTON	6	0.7%
21	ARNOLD	5	0.6%
22	BLUE SPRINGS	5	0.6%
23	CAPE GIRARDEAU	5	0.6%
24	CREVE COEUR	5	0.6%
25	DEXTER	5	0.6%
26	FARMINGTON	5	0.6%
27	FERGUSON	5	0.6%
28	SEDALIA	5	0.6%
29	SUNSET HILLS	5	0.6%
30	GRANDVIEW	4	0.5%
31	HANNIBAL	4	0.5%
32	LIBERTY	4	0.5%
33	MARYLAND HEIGHTS	4	0.5%
34	NEOSHO	4	0.5%
35	SULLIVAN	4	0.5%
36	UNIVERSITY CITY	4	0.5%
37	VILLA RIDGE	4	0.5%

38	BELTON	3	0.3%
39	ELLISVILLE	3	0.3%
40	FULTON	3	0.3%
41	GRAIN VALLEY	3	0.3%
42	IMPERIAL	3	0.3%
43	LEBANON	3	0.3%
44	MEXICO	3	0.3%
45	MOBERLY	3	0.3%
46	MOUNTAIN VIEW	3	0.3%
47	NEVADA	3	0.3%
48	PAGEDALE	3	0.3%
49	PERRYVILLE	3	0.3%
50	RIVERSIDE	3	0.3%
51	ROLLA	3	0.3%
52	ST. JOHN	3	0.3%
53	TOWN AND COUNTRY	3	0.3%
54	TROY	3	0.3%
55	UNION	3	0.3%
56	VALLEY PARK	3	0.3%
57	WARRENTON	3	0.3%
58	WEST PLAINS	3	0.3%
59	AURORA	2	0.2%
60	BERKELEY	2	0.2%
61	BLACK JACK	2	0.2%
62	BRANSON	2	0.2%
63	BYRNES MILL	2	0.2%
64	CAMDENTON	2	0.2%
65	CAMERON	2	0.2%
66	CAMPBELL	2	0.2%
67	CHILLICOTHE	2	0.2%
68	CLINTON	2	0.2%
69	CRESTWOOD	2	0.2%
70	CUBA	2	0.2%
71	DE SOTO	2	0.2%
72	DES PERES	2	0.2%
73	DESLOGE	2	0.2%
74	FORT LEONARD WOOD	2	0.2%
75	GAINESVILLE	2	0.2%
76	GRAY SUMMIT	2	0.2%
77	HILLSBORO	2	0.2%
78	JACKSON	2	0.2%
79	KIRKSVILLE	2	0.2%

80	LAKE LOTAWANA	2	0.2%
81	LAKE OZARK	2	0.2%
82	LAKE ST. LOUIS	2	0.2%
83	LINCOLN	2	0.2%
84	MARIONVILLE	2	0.2%
85	MARSHALL	2	0.2%
86	MONETT	2	0.2%
87	MURPHY	2	0.2%
88	NORTH KANSAS CITY	2	0.2%
89	OAK GROVE	2	0.2%
90	OAKLAND	2	0.2%
91	OSAGE BEACH	2	0.2%
92	PACIFIC	2	0.2%
93	PARKVILLE	2	0.2%
94	PECULIAR	2	0.2%
95	PIEDMONT	2	0.2%
96	ST. CLAIR	2	0.2%
97	ST. JAMES	2	0.2%
98	ST. ROBERT	2	0.2%
99	SUGAR CREEK	2	0.2%
100	UNITY VILLAGE	2	0.2%
101	WASHINGTON	2	0.2%
102	WILDWOOD	2	0.2%
103	WINONA	2	0.2%
104	AIRPORT DRIVE	1	0.1%
105	APPLETON CITY	1	0.1%
106	ARCADIA	1	0.1%
107	ASBURY	1	0.1%
108	ASHLAND	1	0.1%
109	BALLWIN	1	0.1%
110	BARNHART	1	0.1%
111	BELLEFONTAINE NEIGHBORS	1	0.1%
112	BEL-RIDGE	1	0.1%
113	BONNE TERRE	1	0.1%
114	BOSWORTH	1	0.1%
115	BOURBON	1	0.1%
116	BRONAUGH	1	0.1%
117	BUCKLIN	1	0.1%
118	BULL CREEK	1	0.1%
119	CABOOL	1	0.1%
120	CANTON	1	0.1%
121	CLARK	1	0.1%

122	COUNTRY CLUB VILLAGE	1	0.1%
123	CROCKER	1	0.1%
124	DIAMOND	1	0.1%
125	DUQUESNE	1	0.1%
126	EAST PRAIRIE	1	0.1%
127	EUREKA	1	0.1%
128	EVERTON	1	0.1%
129	EWING	1	0.1%
130	EXCELSIOR SPRINGS	1	0.1%
131	FAIR GROVE	1	0.1%
132	FIDELITY	1	0.1%
133	FREDERICKTOWN	1	0.1%
134	FREEBURG	1	0.1%
135	GIDEON	1	0.1%
136	GLADSTONE	1	0.1%
137	GLASGOW	1	0.1%
138	GREENVILLE	1	0.1%
139	HARRISONVILLE	1	0.1%
140	HERCULANEUM	1	0.1%
141	HIGH HILL	1	0.1%
142	HOLTS SUMMIT	1	0.1%
143	HOUSTON	1	0.1%
144	IRONTON	1	0.1%
145	JANE	1	0.1%
146	KEARNEY	1	0.1%
147	KENNETT	1	0.1%
148	KINGSVILLE	1	0.1%
149	KIRKWOOD	1	0.1%
150	KNOB NOSTER	1	0.1%
151	LA MONTE	1	0.1%
152	LAKE WINNEBAGO	1	0.1%
153	LANCASTER	1	0.1%
154	LAURIE	1	0.1%
155	LINN CREEK	1	0.1%
156	LONE JACK	1	0.1%
157	MALDEN	1	0.1%
158	MANCHESTER	1	0.1%
159	MARLBOROUGH	1	0.1%
160	MARSHFIELD	1	0.1%
161	MARYVILLE	1	0.1%
162	MEMPHIS	1	0.1%
163	MILLARD	1	0.1%

164	MINER	1	0.1%
165	MISSOURI CITY	1	0.1%
166	NIXA	1	0.1%
167	NORWOOD COURT	1	0.1%
168	O'FALLON	1	0.1%
169	PALMYRA	1	0.1%
170	PINE LAWN	1	0.1%
171	PINEVILLE	1	0.1%
172	PLATTE CITY	1	0.1%
173	PLEASANT HILL	1	0.1%
174	POPLAR BLUFF	1	0.1%
175	POTOSI	1	0.1%
176	PRATHERSVILLE	1	0.1%
177	PURCELL	1	0.1%
178	QUEEN CITY	1	0.1%
179	RANDOLPH	1	0.1%
180	REEDS SPRING	1	0.1%
181	REPUBLIC	1	0.1%
182	RIVER BEND	1	0.1%
183	ROCK PORT	1	0.1%
184	SCOTT CITY	1	0.1%
185	SEYMOUR	1	0.1%
186	SHOAL CREEK DRIVE	1	0.1%
187	ST. MARTINS	1	0.1%
188	ST. MARY	1	0.1%
189	ST. PAUL	1	0.1%
190	STEELVILLE	1	0.1%
191	STRAFFORD	1	0.1%
192	TAOS	1	0.1%
193	THAYER	1	0.1%
194	VERONA	1	0.1%
195	VERSAILLES	1	0.1%
196	VINITA PARK	1	0.1%
197	WARRENSBURG	1	0.1%
198	WARSAW	1	0.1%
199	WAYNESVILLE	1	0.1%
200	WEAUBLEAU	1	0.1%
201	WEBSTER GROVES	1	0.1%
202	WELDON SPRING	1	0.1%
203	WILLIAMSVILLE	1	0.1%
204	WINDSOR	1	0.1%
205	WOOD HEIGHTS	1	0.1%

206	WRIGHT CITY	1	0.1%
207	WYACONDA	1	0.1%
Total		858	

Note: 1,397 fatal crashes occurred in Non-City or Unincorporated areas.



City Rank Order
2010-2012
SERIOUS INJURY CRASHES

**2010 - 2012 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER CITY LIST**

Ranking	City	Count	Percent
1	KANSAS CITY	852	13.2%
2	ST. LOUIS	540	8.4%
3	INDEPENDENCE	425	6.6%
4	ST. JOSEPH	371	5.7%
5	SPRINGFIELD	262	4.1%
6	JEFFERSON CITY	188	2.9%
7	LEES SUMMIT	166	2.6%
8	BLUE SPRINGS	151	2.3%
9	COLUMBIA	134	2.1%
10	ST. CHARLES	113	1.7%
11	LIBERTY	108	1.7%
12	JOPLIN	102	1.6%
13	ST. PETERS	77	1.2%
14	TOWN AND COUNTRY	62	1.0%
15	SUNSET HILLS	58	0.9%
16	BRIDGETON	56	0.9%
17	FLORISSANT	55	0.9%
18	CHESTERFIELD	52	0.8%
19	OZARK	48	0.7%
20	HAZELWOOD	45	0.7%
21	LEBANON	39	0.6%
22	FERGUSON	38	0.6%
23	MARYLAND HEIGHTS	38	0.6%
24	O'FALLON	37	0.6%
25	CAPE GIRARDEAU	36	0.6%
26	HANNIBAL	34	0.5%
27	BRANSON	33	0.5%
28	KIRKWOOD	33	0.5%
29	POPLAR BLUFF	32	0.5%
30	WENTZVILLE	32	0.5%
31	KIRKSVILLE	31	0.5%
32	CREVE COEUR	30	0.5%
33	ARNOLD	29	0.4%
34	RAYTOWN	29	0.4%
35	BELLEFONTAINE NEIGHBORS	28	0.4%

36	ST. ROBERT	28	0.4%
37	EXCELSIOR SPRINGS	27	0.4%
38	GRANDVIEW	27	0.4%
39	JENNINGS	27	0.4%
40	MURPHY	27	0.4%
41	GLADSTONE	26	0.4%
42	KENNETT	26	0.4%
43	WEBSTER GROVES	26	0.4%
44	BERKELEY	25	0.4%
45	HARRISONVILLE	25	0.4%
46	ROLLA	25	0.4%
47	TROY	25	0.4%
48	BALLWIN	24	0.4%
49	JACKSON	24	0.4%
50	SEDALIA	24	0.4%
51	WILDWOOD	23	0.4%
52	SIKESTON	22	0.3%
53	FARMINGTON	21	0.3%
54	FENTON	21	0.3%
55	UNION	21	0.3%
56	BELTON	20	0.3%
57	CARTHAGE	20	0.3%
58	FESTUS	20	0.3%
59	LAKE ST. LOUIS	20	0.3%
60	MOBERLY	20	0.3%
61	MAPLEWOOD	19	0.3%
62	NEOSHO	19	0.3%
63	OSAGE BEACH	19	0.3%
64	OVERLAND	19	0.3%
65	AURORA	18	0.3%
66	EUREKA	18	0.3%
67	NORTH KANSAS CITY	18	0.3%
68	RICHMOND HEIGHTS	18	0.3%
69	GRAIN VALLEY	17	0.3%
70	HIGH RIDGE	17	0.3%
71	KEARNEY	17	0.3%
72	MONETT	17	0.3%
73	PLEASANT HILL	17	0.3%
74	UNIVERSITY CITY	17	0.3%
75	WEBB CITY	17	0.3%

76	CRYSTAL CITY	16	0.2%
77	GRAY SUMMIT	16	0.2%
78	OAK GROVE	16	0.2%
79	WARRENSBURG	16	0.2%
80	CLAYTON	15	0.2%
81	MEXICO	15	0.2%
82	REPUBLIC	15	0.2%
83	LADUE	14	0.2%
84	NEVADA	14	0.2%
85	NORWOOD COURT	14	0.2%
86	SALEM	14	0.2%
87	ST. CLAIR	14	0.2%
88	BOLIVAR	13	0.2%
89	CLINTON	13	0.2%
90	DES PERES	13	0.2%
91	NIXA	13	0.2%
92	PARKVILLE	12	0.2%
93	ST. ANN	12	0.2%
94	VALLEY PARK	12	0.2%
95	WARRENTON	12	0.2%
96	WASHINGTON	12	0.2%
97	BOONVILLE	11	0.2%
98	HAYTI	11	0.2%
99	MARSHALL	11	0.2%
100	OLIVETTE	11	0.2%
101	WELDON SPRING	11	0.2%
102	WEST PLAINS	11	0.2%
103	LAKE LOTAWANA	10	0.2%
104	MARSHFIELD	10	0.2%
105	PINE LAWN	10	0.2%
106	RIVERSIDE	10	0.2%
107	SUGAR CREEK	10	0.2%
108	BARNHART	9	0.1%
109	IMPERIAL	9	0.1%
110	PERRYVILLE	9	0.1%
111	PLATTE CITY	9	0.1%
112	CLAYCOMO	8	0.1%
113	ELLISVILLE	8	0.1%
114	HIGGINSVILLE	8	0.1%
115	MOUNTAIN VIEW	8	0.1%

116	POTOSI	8	0.1%
117	RICHMOND	8	0.1%
118	SULLIVAN	8	0.1%
119	WAYNESVILLE	8	0.1%
120	BRANSON WEST	7	0.1%
121	COTTLEVILLE	7	0.1%
122	DONIPHAN	7	0.1%
123	GLENDALE	7	0.1%
124	JANE	7	0.1%
125	MANCHESTER	7	0.1%
126	NORMANDY	7	0.1%
127	PALMYRA	7	0.1%
128	PECULIAR	7	0.1%
129	PEVELY	7	0.1%
130	RAYMORE	7	0.1%
131	ST. JOHN	7	0.1%
132	AVA	6	0.1%
133	CABOOL	6	0.1%
134	CAMDENTON	6	0.1%
135	CHILLICOTHE	6	0.1%
136	DE SOTO	6	0.1%
137	ELDON	6	0.1%
138	FORISTELL	6	0.1%
139	FULTON	6	0.1%
140	LEADWOOD	6	0.1%
141	LEXINGTON	6	0.1%
142	MARYVILLE	6	0.1%
143	PACIFIC	6	0.1%
144	PARK HILLS	6	0.1%
145	ROGERSVILLE	6	0.1%
146	SENECA	6	0.1%
147	SMITHVILLE	6	0.1%
148	ST. CLOUD	6	0.1%
149	BEL-RIDGE	5	0.1%
150	BRENTWOOD	5	0.1%
151	CLARK	5	0.1%
152	COOL VALLEY	5	0.1%
153	CRESTWOOD	5	0.1%
154	CUBA	5	0.1%
155	DELLWOOD	5	0.1%

156	FORSYTH	5	0.1%
157	HIGHLANDVILLE	5	0.1%
158	KNOB NOSTER	5	0.1%
159	LONE JACK	5	0.1%
160	LOWRY CITY	5	0.1%
161	MACON	5	0.1%
162	MINER	5	0.1%
163	MOSCOW MILLS	5	0.1%
164	NEW LONDON	5	0.1%
165	NEW MADRID	5	0.1%
166	ROCK HILL	5	0.1%
167	TRENTON	5	0.1%
168	AIRPORT DRIVE	4	0.1%
169	ASHLAND	4	0.1%
170	BATTLEFIELD	4	0.1%
171	BOWLING GREEN	4	0.1%
172	BRECKENRIDGE HILLS	4	0.1%
173	CEDAR HILL	4	0.1%
174	COUNTRY CLUB HILLS	4	0.1%
175	DESLOGE	4	0.1%
176	FRONTENAC	4	0.1%
177	GORDONVILLE	4	0.1%
178	HERCULANEUM	4	0.1%
179	HERMANN	4	0.1%
180	HOLLISTER	4	0.1%
181	HOUSTON	4	0.1%
182	KIMBERLING CITY	4	0.1%
183	LAKE OZARK	4	0.1%
184	MERRIAM WOODS	4	0.1%
185	NORTHWOODS	4	0.1%
186	ODESSA	4	0.1%
187	PAGEDALE	4	0.1%
188	PLEASANT VALLEY	4	0.1%
189	SHREWSBURY	4	0.1%
190	ST. JAMES	4	0.1%
191	STRAFFORD	4	0.1%
192	UNITY VILLAGE	4	0.1%
193	WARSAW	4	0.1%
194	WILLARD	4	0.1%
195	WOODSON TERRACE	4	0.1%

196	WRIGHT CITY	4	0.1%
197	BEVERLY HILLS	3	0.0%
198	BIRCH TREE	3	0.0%
199	BONNE TERRE	3	0.0%
200	CARUTHERSVILLE	3	0.0%
201	CENTRALIA	3	0.0%
202	DIXON	3	0.0%
203	EL DORADO SPRINGS	3	0.0%
204	ELSBERRY	3	0.0%
205	HILLSBORO	3	0.0%
206	IRONTON	3	0.0%
207	KINGDOM CITY	3	0.0%
208	MONROE CITY	3	0.0%
209	MOUNTAIN GROVE	3	0.0%
210	PIERCE CITY	3	0.0%
211	TARKIO	3	0.0%
212	THAYER	3	0.0%
213	TWIN BRIDGES	3	0.0%
214	WELLSTON	3	0.0%
215	ANDERSON	2	0.0%
216	APPLETON CITY	2	0.0%
217	AUXVASSE	2	0.0%
218	BERNIE	2	0.0%
219	BULL CREEK	2	0.0%
220	BYRNES MILL	2	0.0%
221	CALIFORNIA	2	0.0%
222	CAMERON	2	0.0%
223	CARTERVILLE	2	0.0%
224	CHAFFEE	2	0.0%
225	CONWAY	2	0.0%
226	DARDENNE PRAIRIE	2	0.0%
227	DEXTER	2	0.0%
228	DIGGINS	2	0.0%
229	DOOLITTLE	2	0.0%
230	ELLINGTON	2	0.0%
231	ELLSINORE	2	0.0%
232	EMINENCE	2	0.0%
233	GAINESVILLE	2	0.0%
234	GARDEN CITY	2	0.0%
235	GRANBY	2	0.0%

236	GREEN CASTLE	2	0.0%
237	GREEN PARK	2	0.0%
238	HAWK POINT	2	0.0%
239	HIGH HILL	2	0.0%
240	HOLCOMB	2	0.0%
241	IBERIA	2	0.0%
242	INDIAN POINT	2	0.0%
243	LAKE TAPAWINGO	2	0.0%
244	LAKELAND	2	0.0%
245	LAMAR	2	0.0%
246	LANCASTER	2	0.0%
247	LAURIE	2	0.0%
248	LAWSON	2	0.0%
249	LINN CREEK	2	0.0%
250	MADISON	2	0.0%
251	MARBLE HILL	2	0.0%
252	MEMPHIS	2	0.0%
253	MILAN	2	0.0%
254	MOUND CITY	2	0.0%
255	NOVINGER	2	0.0%
256	OAKLAND	2	0.0%
257	PARKWAY	2	0.0%
258	PINEVILLE	2	0.0%
259	PLATTE WOODS	2	0.0%
260	PRINCETON	2	0.0%
261	PURDY	2	0.0%
262	REEDS SPRING	2	0.0%
263	RIVER BEND	2	0.0%
264	RIVERVIEW	2	0.0%
265	SAVANNAH	2	0.0%
266	SCOTT CITY	2	0.0%
267	SEYMOUR	2	0.0%
268	SILVER CREEK	2	0.0%
269	SPICKARD	2	0.0%
270	STOCKTON	2	0.0%
271	UNIONVILLE	2	0.0%
272	UTICA	2	0.0%
273	VERONA	2	0.0%
274	WESTON	2	0.0%
275	WINFIELD	2	0.0%

276	WINONA	2	0.0%
277	AGENCY	1	0.0%
278	ALBANY	1	0.0%
279	ALTAMONT	1	0.0%
280	ANNISTON	1	0.0%
281	ASH GROVE	1	0.0%
282	BAKERSFIELD	1	0.0%
283	BEL-NOR	1	0.0%
284	BENTON	1	0.0%
285	BETHANY	1	0.0%
286	BILLINGS	1	0.0%
287	BISMARCK	1	0.0%
288	BLACK JACK	1	0.0%
289	BOURBON	1	0.0%
290	BRAYMER	1	0.0%
291	BROOKFIELD	1	0.0%
292	BRUNSWICK	1	0.0%
293	BUFFALO	1	0.0%
294	BUNKER	1	0.0%
295	BUTLER	1	0.0%
296	CAMPBELL	1	0.0%
297	CARDWELL	1	0.0%
298	CARL JUNCTION	1	0.0%
299	CARROLLTON	1	0.0%
300	CARYTOWN	1	0.0%
301	CASSVILLE	1	0.0%
302	CENTER	1	0.0%
303	CENTERTOWN	1	0.0%
304	CENTERVILLE	1	0.0%
305	CHAMP	1	0.0%
306	CLARENCE	1	0.0%
307	CLARKTON	1	0.0%
308	CLEVER	1	0.0%
309	COBALT CITY	1	0.0%
310	COLE CAMP	1	0.0%
311	CONCORDIA	1	0.0%
312	CORDER	1	0.0%
313	COUNTRY CLUB VILLAGE	1	0.0%
314	CROCKER	1	0.0%
315	CROSS TIMBERS	1	0.0%

316	DIAMOND	1	0.0%
317	DUQUESNE	1	0.0%
318	EDGERTON	1	0.0%
319	EDINA	1	0.0%
320	EDMUNDSON	1	0.0%
321	EOLIA	1	0.0%
322	ETHEL	1	0.0%
323	EVERTON	1	0.0%
324	EWING	1	0.0%
325	FAIR GROVE	1	0.0%
326	FIDELITY	1	0.0%
327	FLINT HILL	1	0.0%
328	FLORDELL HILLS	1	0.0%
329	FOLEY	1	0.0%
330	FOREST CITY	1	0.0%
331	FORT LEONARD WOOD	1	0.0%
332	FRANKFORD	1	0.0%
333	FREEBURG	1	0.0%
334	FREEMAN	1	0.0%
335	FREMONT HILLS	1	0.0%
336	GALLATIN	1	0.0%
337	GOODMAN	1	0.0%
338	GRAHAM	1	0.0%
339	GRAVOIS MILLS	1	0.0%
340	GREENWOOD	1	0.0%
341	HALLTOWN	1	0.0%
342	HAMILTON	1	0.0%
343	HANLEY HILLS	1	0.0%
344	HARRISBURG	1	0.0%
345	HAYTI HEIGHTS	1	0.0%
346	HOLTS SUMMIT	1	0.0%
347	HOPKINS	1	0.0%
348	HUMANSVILLE	1	0.0%
349	HURLEY	1	0.0%
350	IRONDALE	1	0.0%
351	JASPER	1	0.0%
352	JONESBURG	1	0.0%
353	JOSEPHVILLE	1	0.0%
354	JUNCTION CITY	1	0.0%
355	KOSHKONONG	1	0.0%

356	LA BELLE	1	0.0%
357	LA GRANGE	1	0.0%
358	LAKESHIRE	1	0.0%
359	LEASBURG	1	0.0%
360	LEWIS AND CLARK VILLAGE	1	0.0%
361	LINCOLN	1	0.0%
362	LINN	1	0.0%
363	LOUISIANA	1	0.0%
364	MALDEN	1	0.0%
365	MALTA BEND	1	0.0%
366	MANSFIELD	1	0.0%
367	MARCELINE	1	0.0%
368	MARIONVILLE	1	0.0%
369	MIDDLE GROVE	1	0.0%
370	MILL SPRING	1	0.0%
371	MOKANE	1	0.0%
372	MOUNT VERNON	1	0.0%
373	NEW CAMBRIA	1	0.0%
374	NEW HAMPTON	1	0.0%
375	NEW HAVEN	1	0.0%
376	NOEL	1	0.0%
377	NORBORNE	1	0.0%
378	OAK GROVE VILLAGE	1	0.0%
379	OSCEOLA	1	0.0%
380	OWENSVILLE	1	0.0%
381	PARIS	1	0.0%
382	PASCOLA	1	0.0%
383	PLATTSBURG	1	0.0%
384	PLEASANT HOPE	1	0.0%
385	PORTAGE DES SIOUX	1	0.0%
386	PORTAGEVILLE	1	0.0%
387	PRATHERSVILLE	1	0.0%
388	QULIN	1	0.0%
389	RANDOLPH	1	0.0%
390	REDINGS MILL	1	0.0%
391	ROSCOE	1	0.0%
392	ROSEBUD	1	0.0%
393	ROTHVILLE	1	0.0%
394	SAGINAW	1	0.0%
395	SALISBURY	1	0.0%

396	SARCOXIE	1	0.0%
397	SELIGMAN	1	0.0%
398	SIBLEY	1	0.0%
399	SOUTHWEST CITY	1	0.0%
400	ST. PAUL	1	0.0%
401	ST. THOMAS	1	0.0%
402	STEELE	1	0.0%
403	STEELVILLE	1	0.0%
404	STEWARTSVILLE	1	0.0%
405	STOTTS CITY	1	0.0%
406	STOUTLAND	1	0.0%
407	SUNRISE BEACH	1	0.0%
408	TAOS	1	0.0%
409	TIPTON	1	0.0%
410	TRACY	1	0.0%
411	TRIMBLE	1	0.0%
412	TRUESDALE	1	0.0%
413	TWIN OAKS	1	0.0%
414	VANDALIA	1	0.0%
415	VELDA CITY	1	0.0%
416	VERSAILLES	1	0.0%
417	VIENNA	1	0.0%
418	VILLA RIDGE	1	0.0%
419	VILLAGE OF FOUR SEASONS	1	0.0%
420	WAVERLY	1	0.0%
421	WAYLAND	1	0.0%
422	WEST SULLIVAN	1	0.0%
423	WESTPHALIA	1	0.0%
424	WHEATON	1	0.0%
425	WHITE OAK	1	0.0%
426	WHITEMAN AFB	1	0.0%
427	WINSTON	1	0.0%
428	ZALMA	1	0.0%
Total		6459	

Note: 7,078 serious injury crashes occurred in Non-City or Unincorporated areas.



Unincorporated County Rank Order

2010-2012

FATAL CRASHES

**2010 - 2012 MISSOURI FATAL TRAFFIC CRASHES
RANK ORDER UNINCORPORATED COUNTY LIST**

Ranking	County	Count	Percent
1	JEFFERSON	62	4.4%
2	ST. LOUIS	48	3.4%
3	FRANKLIN	46	3.3%
4	ST. CHARLES	40	2.9%
5	GREENE	38	2.7%
6	BOONE	27	1.9%
7	WASHINGTON	27	1.9%
8	NEWTON	26	1.9%
9	PHELPS	26	1.9%
10	JASPER	24	1.7%
11	STONE	24	1.7%
12	BARRY	22	1.6%
13	HOWELL	22	1.6%
14	ST. FRANCOIS	22	1.6%
15	TANEY	21	1.5%
16	CASS	20	1.4%
17	LAWRENCE	20	1.4%
18	LINCOLN	20	1.4%
19	PETTIS	20	1.4%
20	CALLAWAY	19	1.4%
21	BUTLER	17	1.2%
22	CAMDEN	17	1.2%
23	CRAWFORD	17	1.2%
24	MILLER	17	1.2%
25	STODDARD	17	1.2%
26	CAPE GIRARDEAU	16	1.1%
27	DUNKLIN	16	1.1%
28	LACLEDE	16	1.1%
29	PULASKI	16	1.1%
30	CHRISTIAN	15	1.1%
31	NEW MADRID	15	1.1%
32	PIKE	15	1.1%
33	POLK	15	1.1%
34	WEBSTER	15	1.1%
35	GASCONADE	14	1.0%
36	HENRY	14	1.0%
37	PEMISCOT	14	1.0%
38	TEXAS	14	1.0%
39	ANDREW	13	0.9%
40	JOHNSON	13	0.9%

41	WAYNE	13	0.9%
42	COLE	12	0.9%
43	JACKSON	12	0.9%
44	WARREN	12	0.9%
45	BENTON	11	0.8%
46	CLAY	11	0.8%
47	DOUGLAS	11	0.8%
48	IRON	11	0.8%
49	LAFAYETTE	11	0.8%
50	MCDONALD	11	0.8%
51	OREGON	11	0.8%
52	RANDOLPH	11	0.8%
53	SCOTT	11	0.8%
54	ST. CLAIR	11	0.8%
55	STE. GENEVIEVE	11	0.8%
56	CALDWELL	10	0.7%
57	DENT	10	0.7%
58	MORGAN	10	0.7%
59	PERRY	10	0.7%
60	PLATTE	10	0.7%
61	RIPLEY	10	0.7%
62	AUDRAIN	9	0.6%
63	BATES	9	0.6%
64	OSAGE	9	0.6%
65	BARTON	8	0.6%
66	BUCHANAN	8	0.6%
67	CLINTON	8	0.6%
68	DALLAS	8	0.6%
69	DEKALB	8	0.6%
70	MACON	8	0.6%
71	MADISON	8	0.6%
72	MARION	8	0.6%
73	MONROE	8	0.6%
74	MONTGOMERY	8	0.6%
75	VERNON	8	0.6%
76	WRIGHT	8	0.6%
77	CARTER	7	0.5%
78	MONITEAU	7	0.5%
79	OZARK	7	0.5%
80	RALLS	7	0.5%
81	RAY	7	0.5%
82	REYNOLDS	7	0.5%
83	SHANNON	7	0.5%
84	ADAIR	6	0.4%

85	HICKORY	6	0.4%
86	LEWIS	6	0.4%
87	LIVINGSTON	6	0.4%
88	MARIES	6	0.4%
89	NODAWAY	6	0.4%
90	SALINE	6	0.4%
91	BOLLINGER	5	0.4%
92	CLARK	5	0.4%
93	HARRISON	5	0.4%
94	HOWARD	5	0.4%
95	MERCER	5	0.4%
96	CARROLL	4	0.3%
97	CEDAR	4	0.3%
98	CHARITON	4	0.3%
99	COOPER	4	0.3%
100	KNOX	4	0.3%
101	MISSISSIPPI	4	0.3%
102	SHELBY	4	0.3%
103	DAVIESS	3	0.2%
104	GRUNDY	3	0.2%
105	PUTNAM	3	0.2%
106	DADE	2	0.1%
107	GENTRY	2	0.1%
108	HOLT	2	0.1%
109	SCHUYLER	2	0.1%
110	SULLIVAN	2	0.1%
111	LINN	1	0.1%
Total		1397	



Unincorporated County Rank Order
2010-2012
SERIOUS INJURY CRASHES

**2010 - 2012 MISSOURI SERIOUS INJURY TRAFFIC CRASHES
RANK ORDER UNINCORPORATED COUNTY LIST**

Ranking	County	Count	Percent
1	ST. LOUIS	450	6.4%
2	JEFFERSON	376	5.3%
3	FRANKLIN	244	3.4%
4	ST. CHARLES	199	2.8%
5	GREENE	191	2.7%
6	CHRISTIAN	171	2.4%
7	LACLEDE	159	2.2%
8	LAWRENCE	150	2.1%
9	NEWTON	137	1.9%
10	LINCOLN	134	1.9%
11	TANEY	119	1.7%
12	STONE	116	1.6%
13	TEXAS	111	1.6%
14	BARRY	108	1.5%
15	HOWELL	103	1.5%
16	WEBSTER	103	1.5%
17	CAPE GIRARDEAU	97	1.4%
18	JASPER	96	1.4%
19	BUTLER	94	1.3%
20	CAMDEN	90	1.3%
21	BOONE	89	1.3%
22	CALLAWAY	87	1.2%
23	MCDONALD	87	1.2%
24	PULASKI	87	1.2%
25	BENTON	81	1.1%
26	MILLER	79	1.1%
27	JOHNSON	78	1.1%
28	SCOTT	77	1.1%
29	PHELPS	75	1.1%
30	CASS	73	1.0%
31	CRAWFORD	73	1.0%
32	LAFAYETTE	73	1.0%
33	WASHINGTON	73	1.0%
34	MORGAN	71	1.0%
35	ST. FRANCOIS	71	1.0%
36	DENT	66	0.9%
37	ST. CLAIR	65	0.9%
38	PEMISCOT	64	0.9%
39	NEW MADRID	63	0.9%
40	PETTIS	63	0.9%

41	WRIGHT	62	0.9%
42	CEDAR	59	0.8%
43	MARION	56	0.8%
44	OZARK	55	0.8%
45	BOLLINGER	52	0.7%
46	JACKSON	51	0.7%
47	RIPLEY	50	0.7%
48	MONITEAU	49	0.7%
49	NODAWAY	49	0.7%
50	RALLS	49	0.7%
51	BATES	48	0.7%
52	COOPER	48	0.7%
53	RANDOLPH	48	0.7%
54	COLE	47	0.7%
55	DOUGLAS	46	0.6%
56	PIKE	46	0.6%
57	MACON	45	0.6%
58	MARIES	43	0.6%
59	SHANNON	43	0.6%
60	PERRY	39	0.6%
61	STE. GENEVIEVE	39	0.6%
62	GASCONADE	38	0.5%
63	OREGON	38	0.5%
64	OSAGE	38	0.5%
65	AUDRAIN	37	0.5%
66	CLAY	37	0.5%
67	DUNKLIN	37	0.5%
68	CLINTON	36	0.5%
69	POLK	36	0.5%
70	WAYNE	36	0.5%
71	MONROE	35	0.5%
72	REYNOLDS	35	0.5%
73	SALINE	34	0.5%
74	BUCHANAN	33	0.5%
75	WARREN	33	0.5%
76	IRON	32	0.5%
77	LEWIS	32	0.5%
78	STODDARD	32	0.5%
79	HENRY	31	0.4%
80	HOWARD	30	0.4%
81	LIVINGSTON	30	0.4%
82	PLATTE	30	0.4%
83	DADE	29	0.4%
84	VERNON	29	0.4%

85	CARTER	28	0.4%
86	HOLT	28	0.4%
87	MISSISSIPPI	27	0.4%
88	MONTGOMERY	27	0.4%
89	RAY	24	0.3%
90	DEKALB	23	0.3%
91	CARROLL	22	0.3%
92	ADAIR	21	0.3%
93	ANDREW	21	0.3%
94	DALLAS	21	0.3%
95	BARTON	20	0.3%
96	HARRISON	20	0.3%
97	LINN	19	0.3%
98	KNOX	18	0.3%
99	MADISON	18	0.3%
100	ATCHISON	17	0.2%
101	CHARITON	17	0.2%
102	GRUNDY	16	0.2%
103	PUTNAM	16	0.2%
104	DAVIESS	15	0.2%
105	SULLIVAN	15	0.2%
106	CALDWELL	14	0.2%
107	MERCER	14	0.2%
108	CLARK	13	0.2%
109	SCHUYLER	13	0.2%
110	SCOTLAND	13	0.2%
111	GENTRY	12	0.2%
112	SHELBY	10	0.1%
113	WORTH	7	0.1%
114	HICKORY	4	0.1%
Total		7078	

PUBLIC INFORMATION AND EDUCATION

Background

From 2005-2012, due to the combined efforts of highway safety advocates in the Missouri Coalition for Roadway Safety, 2,440 lives have been saved on Missouri roadways, a decrease of 34.3 percent. The coalition credits a combination of law enforcement, educational efforts, emergency medical services, engineering enhancements and public policy as the successful formula for saving lives. However, the historic four “E’s” of safety must be expanded to include Evaluation and Everyone. Measuring success by Evaluation of performance measures holds each of us accountable for its success. In turn, addressing the need to change traffic safety culture challenges each person to make personal responsibility for their behavior as a roadway user and includes Everyone.

The Missouri Coalition for Roadway Safety set a new fatality reduction goal of 700 or fewer by 2016 at its Blueprint to SAVE MORE LIVES 2012 fall conference. This goal reflects the overall vision to continuously move Missouri toward zero deaths.

While our roads are safer than they have been in many years, there are still too many senseless crashes and deaths happening every year. We are committed to further reducing the number of traffic crashes in Missouri, so we must work even harder to reach those remaining people who haven’t gotten the message that:

- Seat belts save lives;
- Drinking and driving are a deadly mix;
- Distracted drivers are dangerous drivers; and
- Parents and caregivers must secure children in size-and age-appropriate car seats that are properly installed.



This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as “Click It or Ticket” and “Drive Sober or Get Pulled Over.” People heard about the mobilizations in the media, and drivers were aware that the risk of apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes. In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will

continue through mainstream platforms such as Facebook and Twitter, Instagram and will branch out with a Vine account in 2014.

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) has been instrumental in increas-



ing public education and information on traffic safety issues. The subcommittee develops an annual statewide media plan; has identified ARRIVE ALIVE as the overarching message for the coalition's public information activities; and manages the saveMOlives.com website to grab people's attention and convey safety information in the best way possible. The site features eye-catching graphics, intriguing videos, news and information, driving tips and advice on how to Arrive Alive at your destination.

The Traffic and Highway Safety Division has added a tool to combat fatalities and serious injuries on our roadways. This tool is a driver survey that reflects drivers' views on a variety of highway safety issues including seat belt usage, speeding, cell phone use, and impaired driving. Heartland Market Research conducted this research project that reached 2,510 adult Missouri drivers in March of 2013. People were surveyed from all of the 114 counties as well as the independent city of St. Louis. Residents from 674 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

The purpose of this survey was to capture current attitudes and awareness of highway safety issues. These findings will be used to design and implement public information and law enforcement campaigns that effectively deter drivers from engaging in unsafe driving behaviors. In addition, better understanding driver attitudes on highway safety issues will also aide in public policy and legislative decisions. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity.

The results of this driver survey showed that drivers perceive their driving abilities and habits to be better than citation numbers and what accident rates reflect. For example, 84.7 percent of the sample in the driver survey claim to always use their seat belt but the most recent safety belt survey (2013) showed that only 79 percent of drivers observed were actually belted. In

2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck.

Also, drivers' perception of law enforcement efforts was revealed. Those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were the least likely to receive a ticket if they did not wear their seat belt. Those who lived in very rural areas were also less likely to always buckle up than those living in other communities. Forty-five percent of the drivers surveyed thought people would be caught at least fifty percent of the time if they did not wear their seat belt. Over sixty-eight percent thought their chances of receiving a speeding ticket if they speed were at least fifty percent. Over 86 percent of Missouri drivers stated they rarely or never talk on a cell phone while driving, and Over 98 percent stated they rarely or never text on a cell phone while driving. The largest perceived risk of being ticketed or arrested was associated with driving while impaired; 72.2 percent of those surveys expected people who drove after drinking would be arrested at least half of the time. Over ninety-one percent of Missouri drivers favored some type of restriction on how people could use cell phones while driving.

Additionally, driver attitudes towards traffic laws were extrapolated using this survey. A slight majority (52.5 percent) of the survey population prefer to keep Missouri's seat belt law a secondary law and (51.9 percent) preferred to leave the penalty for violating it unchanged. The drivers surveyed overwhelming (91.2 percent) favored some type of restrictions on how people could use cell phones while driving.

The full executive summary of this report is attached in Appendix A of the Highway Safety Plan.

GOAL:

Promote Missouri's traffic safety issues to improve understanding and increase compliance with state traffic laws, thereby reducing fatalities and serious injuries

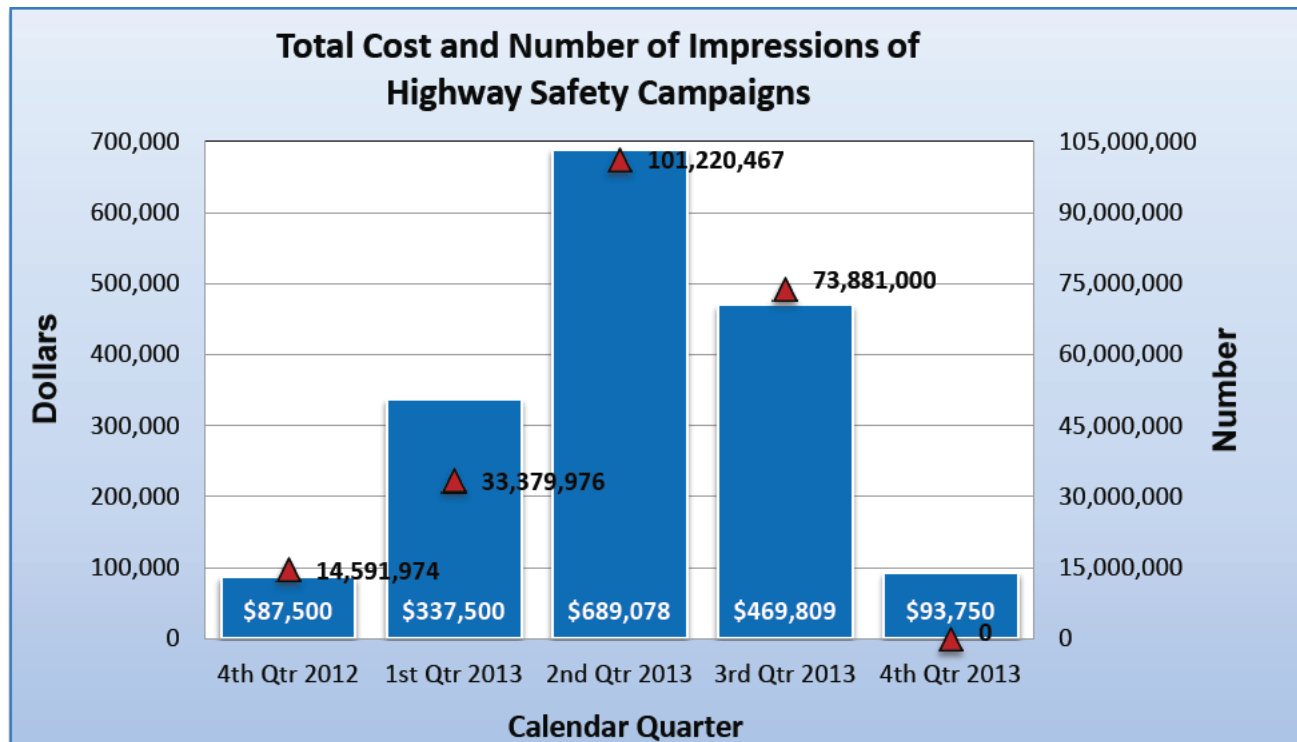
Performance Measure:

- Traffic crash statistics relevant to target audiences
- Campaign messages:
 - * Target audiences reached
 - * News clippings
 - * Venues utilized
 - * Total spots aired
 - * Total impressions/reach
- Increase in safety devices used:
 - * Statewide safety belt use rate
 - * Teen safety belt use rate
 - * Commercial vehicle safety belt use rate
 - * Child safety seat and/or booster seat use rate
 - * Motorcycle helmet usage rate (note: this survey is not conducted annually)
- Pieces of traffic safety materials distributed

Benchmarks:

- 2012 fatalities = 826
- Increase in safety devices used:
 - * Statewide safety belt use rate = 80 percent in 2013
 - * Teen safety belt use rate = 67 percent in 2013
 - * Commercial vehicle safety belt use rate (note: this survey is not conducted annually) = 80.6 percent in 2010
 - * Child safety seat and/or booster seat use rate = 91 percent in 2009
 - * Motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.2 percent in 2005
- Pieces of traffic safety materials distributed through on-line ordering system = 209,000

2013 Campaign Media Source and Impressions (October 2012 - December 2013)



1. Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information
2. Conduct an attitude and awareness survey. The survey will contain questions on occupant protection, impaired driving, speeding, and distracted driving (cell phone/texting)
3. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives
4. Encourage the media to participate in campaigns by publicizing our messages
5. Publicize the services and resources of the Highway Safety Office to the general public through our Web sites at www.saveMOlives.com, in workshops, at conferences/exhibits, and through our materials
6. Develop, update and disseminate public information/promotional/educational materials and websites
7. Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)
8. Actively participate in the Missouri Coalition for Roadway Safety (MCRS) Public Information Subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide
9. Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS
10. Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs
11. Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources
12. Solicit public information activity reports from law enforcement partners and district coalitions
13. Work with the Motor Carrier Safety Assistance Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible
14. Give presentations and provide training to com-



munity groups, schools, etc. as available

15. Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues
16. Promote law enforcement mobilization efforts: *Click It or Ticket* safety belt campaign; *Drive Sober or Get Pulled Over* alcohol campaign; quarterly occupant protection and impaired driving mobilizations; youth seat belt enforcement campaign
17. Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)
18. Support and promote MoDOT's construction work zone public awareness campaign
19. Promote *Saved by the Belt* and *Battle of the Belt* programs
20. Promote the Seat Belt Convincer, Rollover Simulator, and SIDNE educational programs to assure the units are used to reach as many people as possible
21. Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws
22. Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim's emergency contacts
23. Promote Commercial Motor Vehicle Awareness through public awareness campaigns geared primarily toward passenger vehicle drivers, then CMV drivers.

AGGRESSIVE DRIVERS

Background

The causes of aggressive driving are complex. However, three factors in particular are linked to aggressive driving: 1) lack of responsible driving behavior; 2) reduced levels of traffic enforcement; and 3) increased congestion and travel in our urban areas. One researcher has suggested that, "A driving behavior is aggressive if it is deliberate, likely to increase the risk of collision and is motivated by impatience, annoyance, hostility and/or an attempt to save time."

Aggressive driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Aggressive drivers are defined within *Missouri's Blueprint to SAVE MORE LIVES* as, "drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; driving too fast for conditions; and/or following too close."

Aggressive drivers not only put their own lives at risk, but the lives of others as well. Of the 978 people killed, 67.7% were the aggressive driver and the other 32.3% were some other party in the incident. Of the 6,085 seriously injured, slightly more than one-half (54.2%) were the aggressive drivers and nearly one-half (45.8%) being some other person involved.

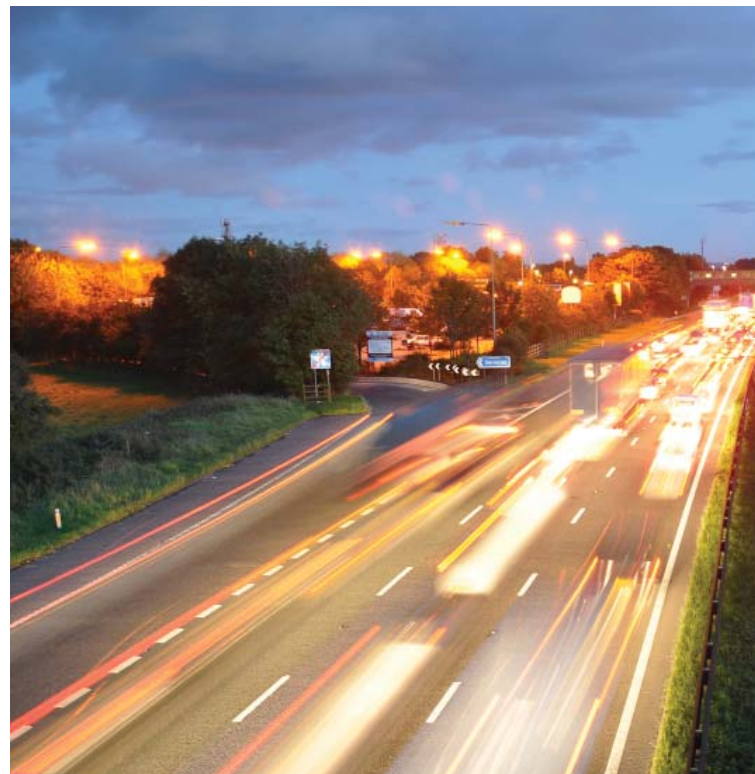
Speeding (too fast for conditions or exceeding the posted limit) is a large part of the aggressive driving problem. In 2002, NHTSA conducted a national telephone survey of over 4,000 drivers which verified that speeding is a pervasive behavior with most drivers—51% indicated they drive 10 mph over the posted speed on the interstates and 34% responded that they drive 10 mph faster than most other vehicles. According to an April 2009 report by the AAA Foundation for Traffic Safety, aggressive driving actions "were reported in 56 percent of fatal crashes from 2003 through 2007, with excessive speed being the number one factor."

2010-2012 Missouri Aggressive Driver Involved Fatalities & Serious Injuries

Type Of Circumstance (by Crash Severity¹)

Circumstance	Fatalities - 1,051	Serious Injuries - 6,555
Exceeding speed limit	39.9%	17.5%
Too fast for conditions	54.6%	64.5%
Following too close	5.5%	17.7%

¹ Percentage of 2010-2012 aggressive driving related fatalities and disabling injuries by type of aggressive driving behavior involved. For instance, in aggressive driving related fatalities, 39.9% involved a motorized vehicle-driver exceeding the speed limit. NOTE: Multiple aggressive driving factors can be related to a single fatality or serious injury.



In 2010-2012, there were 431,780 traffic crashes in Missouri – 14.9% involved speeding. Correlating with the national data, Missouri’s problem is also more significant when examining fatal crashes—of the 2,256 fatal crashes, 37.5% involved drivers who were speeding.

GOAL #1:

To decrease aggressive driving-related fatalities to 270 by 2016:

2013	2014	2015
314	299	288

Performance Measure:

- Number of aggressive driving-related fatalities

Benchmark:

- 2012 aggressive driving-related fatalities = 328

GOAL #2:

To decrease speed-related fatalities to 258 by 2016:

2013	2014	2015
299	285	272

Performance Measure:

- Number of speed-related fatalities

Benchmark:

- 2012 speed-related fatalities = 313

GOAL #3:

To increase speed-related citations and warnings made during grant-funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 120,998

2014	2015	2016
121,300	121,603	121,907

Performance Measure:

- Number of speeding citations and warnings issued during grant-funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 speeding citations and warnings issued during grant-funded enforcement activities and mobilizations = 120,998

STRATEGIES

1. Continue funding speed/hazardous moving violation enforcement overtime grants with local law enforcement and the Highway Patrol
2. Encourage law enforcement agencies to target aggressive drivers when working statewide DWI and occupant protection mobilization campaigns
3. Continue implementing targeted corridor projects (Travel Safe Zones) and Selective Traffic Enforcement Programs (STEPS) and High Enforcement Action Teams (HEAT) conducted by law enforcement agencies
4. Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs
5. Fund enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns
6. Continue the use of speed monitoring devices (radars) and changeable message signs
7. Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road
8. Encourage the local regional coalitions of the Missouri Coalition for Roadway Safety to fund and promote enforcement and educational programs/projects that focus on aggressive driving.



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2010-2012 Fatalities by Age:

Includes everyone killed involving at least one aggressive driver.

2010-2012 Fatalities by Roadway Designation:

Why - See Appendix A on page 40.

2010-2012 Aggressive Driver Vehicle Types Involved in Fatal Crashes:

Vehicle Type	Aggressive Driver Vehicle Body Type	Percent of Total Fatalities
Passenger Car	378	41.86%
SUV	117	12.96%
Van	40	4.43%
School Bus	1	0.11%
Motorcycle	135	14.95%
ATV	22	2.44%
Motor Home	2	0.22%
Farm Imp.	1	0.11%
Other/Unknown	3	0.33%
Pick Up	189	20.93%
Large Trucks	15	1.66%
Total	903	100.00%

2010-2012 Fatalities by Time of Day:

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	248	25.36%
6:00 am - 11:59 am	164	16.77%
Noon - 5:59 pm	257	26.28%
6:00 pm - 11:59 pm	309	31.60%
Total	978	100.00%

ALCOHOL AND OTHER DRUGS

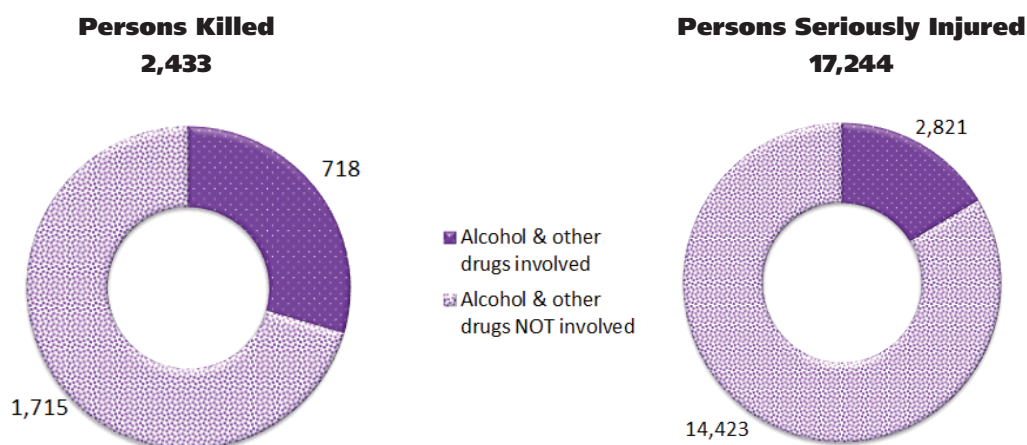
Background

It is impossible to predict how alcohol will affect a person on any given occasion. Every drink influences both the body and mind and has a profound impact on the physical and mental skills needed to drive a motor vehicle. One drink could have serious consequences.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, particularly those resulting in death or serious injury. In the 2010-2012 period, 431,780 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.1% involved someone being seriously injured. During the same time period, there were 20,598 traffic crashes where one or more drivers and/or pedestrians were under

the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 718 people were killed and another 2,821 were seriously injured. It also is important to note that substance-impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of substance-impaired drivers killed also failed to wear a safety belt further compounding the problem of substance-impaired driving.

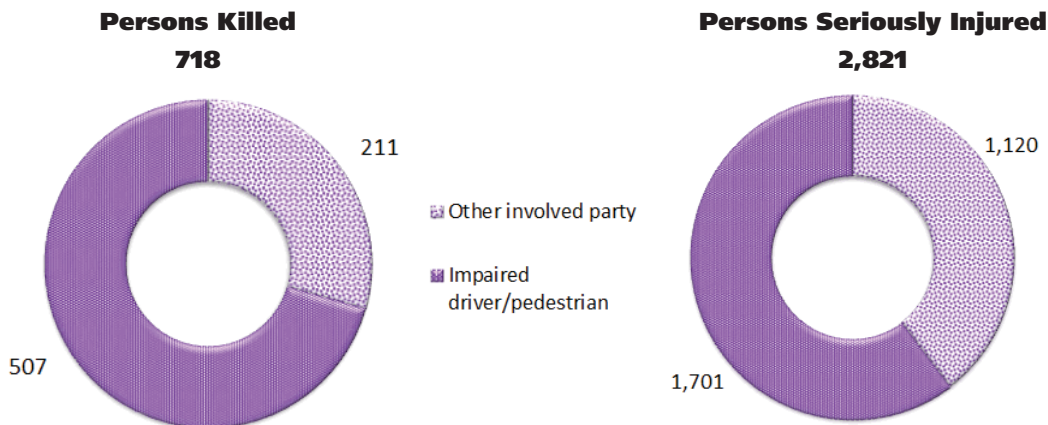
2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries



A common misconception is that substance-impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated by alcohol or other drugs. Their actions in these incidents probably did not contribute

to the cause of the collision. Of the 718 people killed in alcohol and other drug-related traffic crashes, 70.6% were the substance-impaired driver/pedestrian and 29.4% were some other involved party. Of the 2,821 seriously injured, 60.3% were the substance-impaired drivers/pedestrians while 39.7% were other persons in the incidents.

2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries (Person Involvement)

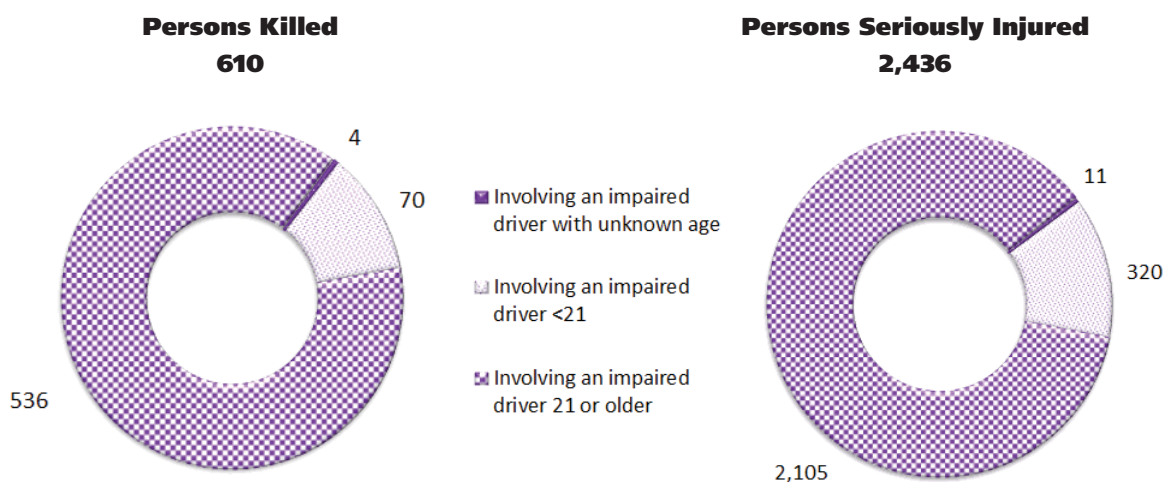


Young Impaired Drivers (Under Age 21)

Youth make up a significant proportion of alcohol-impaired drivers causing traffic crashes on Missouri roadways. Of the 17,946 alcohol-impaired drivers involved in traffic crashes during 2010-2012, 11.1% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2010-2012, a total of 574 alcohol-impaired drivers were involved in crashes where one or more persons were killed. In known cases, 10.5% of these drivers were under the age of 21. A total of 70 persons were killed in traffic crashes involving these young alcohol-impaired drivers. Of those persons killed, 48.6% were the underage alcohol-impaired driver and 51.4% were some other party in the crash.

2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries (By Age)



NOTE: The data for persons killed and seriously injured involving an alcohol-impaired driver by age does not include data for those crashes where the driver's age was unknown or where the pedestrian was the impaired party. Also, one alcohol related crash has the potential of consisting of an alcohol-impaired driver younger than 21 and one 21 or older. In these cases, the persons killed and seriously injured will be counted in each chart shown above.

GOAL #1:

To decrease fatalities involving drivers with .08 BAC or greater to 230 by 2016:

2013	2014	2015
267	255	243

Performance Measure:

- Number of fatalities involving drivers with .08 BAC or greater

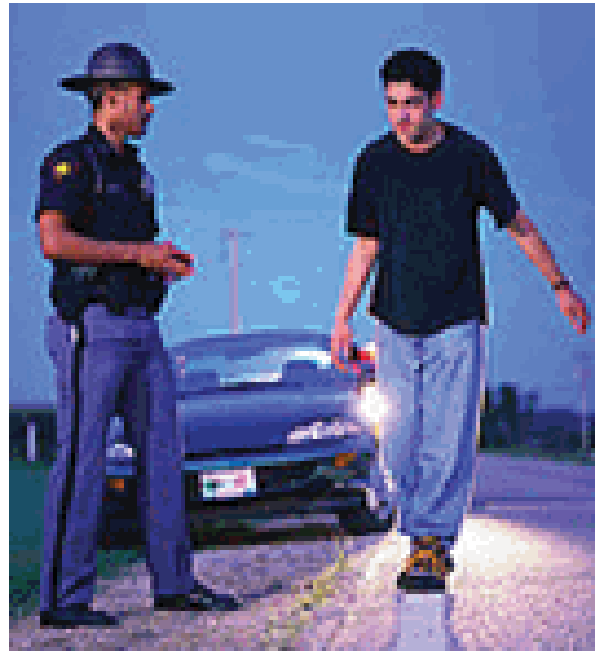
Benchmark:

- 2012 fatalities involving drivers with .08 BAC or greater = 280

GOAL #2:

To increase substance-impaired driving arrests made during grant funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 7,989

2014	2015	2016
8,009	8,029	8,049

**Performance Measure:**

- Number of substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations = 7,989

GOAL #3:

To decrease fatalities involving alcohol-impaired drivers under the age of 21 years to 14 by 2016:

2013	2014	2015
16	15	15

Performance Measure:

- Number of fatalities involving alcohol-impaired drivers under the age of 21 years

Benchmark:

- 2012 fatalities involving alcohol-impaired drivers under the age of 21 years = 17



STRATEGIES

Public Information and Education

1. Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as *Drive Sober or Get Pulled Over*, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements
2. Incorporate impaired driving educational programs into school systems and businesses
3. Continue statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program)
4. Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs
5. Provide support for the MCRS Impaired Driving Subcommittee to address impaired driving crashes and underage impaired driving
6. Incorporate toxicology into Impaired Driving Subcommittee efforts
7. Checkpoint news releases mention that specially trained drug detection officers will be working the overtime enforcement effort and/or sobriety checkpoint
8. Encourage law enforcement and prosecutors to report the type(s) of drug involvement suspected in crashes to the media
9. Include drug arrest details in after-action enforcement reports to the media
10. Implement, as appropriate, recommendations identified in the 2008 Statewide Impaired Driving Assessment
11. Work with the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan
12. Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention; local community educational programs; and Missouri Safe and Sober

13. Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications
14. Develop campaigns/materials to reach targeted high-risk groups
15. Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners in Prevention)
16. Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or Every 15 Minutes, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers
17. Provide Drug Impairment Training for Educational Professionals across the state
18. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives

Enforcement

1. Provide funding for alcohol saturation enforcement teams, DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans
2. Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)
3. Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing (SFST), sobriety checkpoint supervisor training, courtroom testimony, drug recognition experts (DRE), ARIDE, and DWI crash investigation techniques)
4. Ensure access to DRE and/or ARIDE trained officers at sobriety checkpoints
5. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference
6. Provide supplies, support, and training for DREs and the DRE recertification training to ensure continuity of the program
7. Support a state SFST/DRE coordinator who will

work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program

8. Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, Party Patrol, Underage Drinking LE Training, selective enforcement, compliance checks, and special events)

9. Incorporate, as appropriate, recommendations identified in the 2008 Impaired Driving Assessment

10. Increase participation in statewide multi-jurisdiction mobilization enforcement efforts

11. Support selective enforcement efforts to address young drinking drivers by funding statewide underage drinking enforcement projects and training

12. Support DWI traffic units with local law enforcement agencies

13. Update administrative rules for the ignition interlock program as needed to insure that DWI offenders cannot operate a vehicle while intoxicated

Prosecution/Adjudication

1. Provide training for judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, the National Traffic Law Center and the National Drug Court Institute

2. Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri

3. Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates

4. Provide National Drug Court Institute training to DWI court teams from across the state

5. Incorporate topics on toxicology in law enforcement and prosecutor trainings

6. Provide equipment and training to enhance the DWI Tracking System (DWITS)

7. Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference

8. Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing

9. Continue expansion of DWI courts throughout the state

10. Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts

11. Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator

12. Work with local jurisdictions across the State to implement no-refusal policies for BAC testing

13. Work with local jurisdictions across the State to implement electronic warrant systems in order to reduce the amount of time it takes for law enforcement officers to obtain a warrant in DWI cases

14. Provide specimen kits to coroners and medical examiners in order to obtain BAC test results in fatal crashes

Technology

1. Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system



2. Support the efforts of the Missouri Safety Center Breath Alcohol Instrument Training and Repair Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed
3. Work with the Missouri Safety Center and the Missouri State Highway Patrol to purchase and place new breath testing technology around the state
4. Seek ways to expedite processing of DWI offenders
5. Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices
6. Monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines and administrative rules

Open Container (Section 154 Open Container Transfer Funds)

The open container transfer provision was initially authorized under TEA-21 and reauthorized under SAFETEA-LU and MAP-21. The provision requires states to pass and enforce a qualifying open container law or be subject to a 3% transfer of their federal aid highway funds until FY 2012 when it decreased to 2.5%. These funds were required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within this plan are supported by Section 154 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.

Historically Missouri has focused on the prevention of crossover fatalities through the installation of 3-strand median guard cable on major roadways – one of the most serious types of crashes occurring in Missouri. Because of our efforts using the Open Container Transfer funds to install the median guard cable, we have almost eliminated crossover fatalities on our divided roadways. Currently safety engineering efforts using this funding source involve the installation of rumble stripes focused on keeping vehicles on the roadway, systematically addressing horizontal curve crash locations, and the systematic improvement to numerous intersections with both low-cost and higher-cost initiatives.

Repeat Offender (Section 164 Repeat Offender Transfer Funds)

The repeat offender transfer provision was initially authorized under TEA-21 and reauthorized under SAFETEA-LU and MAP-21. The provision requires states to pass minimum penalties for repeat offenders for driving while intoxicated or driving under the influence laws or be subject to a 3% transfer of their federal aid highway funds and 2.5% in FY'2012. These funds are required to be diverted to either alcohol countermeasure safety programs

(within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within in this plan are supported by Section 164 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.



Missouri transferred funding under Section 164 in FY'2011 and FY'2012. The focus of this funding is on shoulder improvements on major and/or minor roads with a crash history. Safety engineering efforts using this funding source involve the installation of rumble stripes/strips focused on keeping vehicles on the roadway and improvements in horizontal curves.

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2010-2012 Fatalities by Age:

Includes everyone killed involving at least one substance-impaired (alcohol and/or drugs) driver

2010-2012 Fatalities by Roadway Designation:

Why - See Appendix A on page 40.

2010-2012 Substance-Impaired Driver Vehicle Types Involved in Fatal Crashes:

Vehicle Type	Substance-Impaired Drivers in Fatal Crashes	Percent of Total Fatalities
Passenger Car	250	39.37%
SUV	109	17.17%
Van	25	3.94%
Motorcycle	54	8.50%
ATV	19	2.99%
Farm Imp	1	0.16%
Other/Unknown	3	0.47%
Pick Up	173	27.24%
Large Trucks	1	0.16%
Total	635	100.00%

2010-2012 Fatalities by Time of Day:

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	234	34.26%
6:00 am - 11:59 am	49	7.17%
Noon - 5:59 pm	122	17.86%
6:00 pm - 11:59 pm	278	40.70%
Total	683	100.00%

OCCUPANT RESTRAINTS

Background

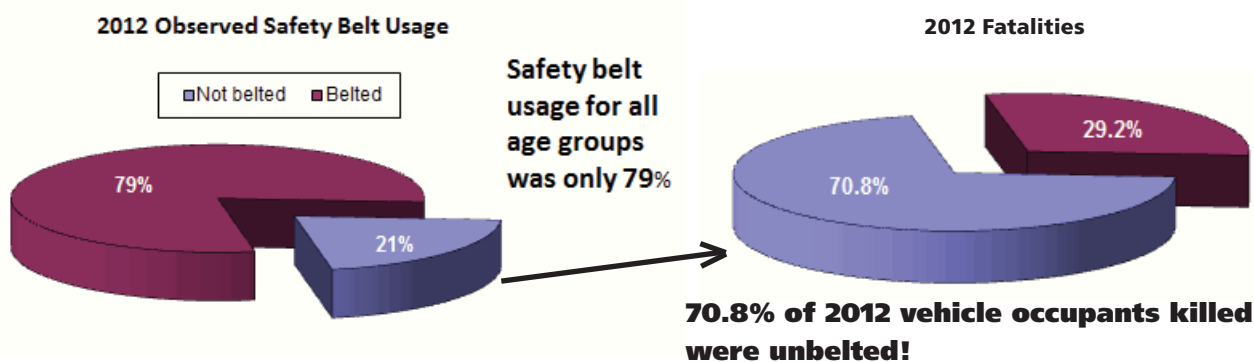
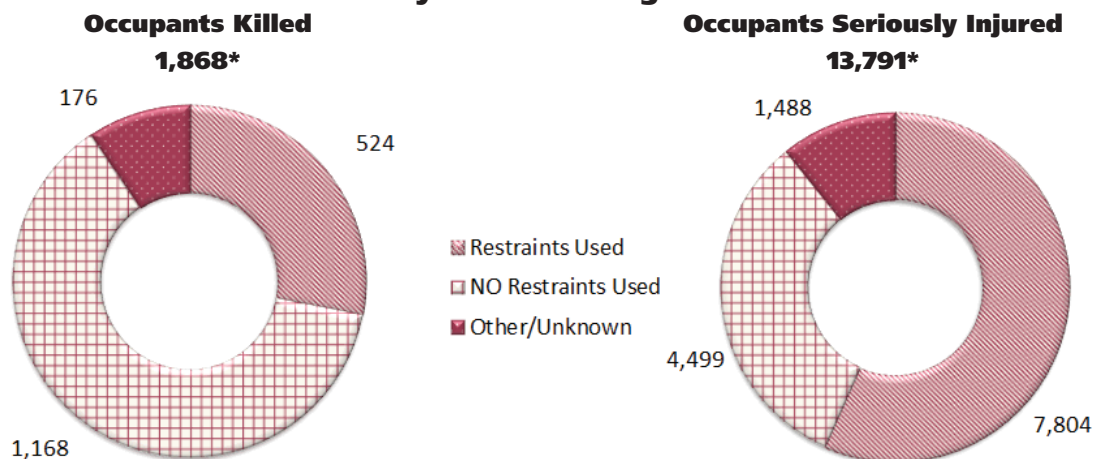
Traffic crashes are the leading cause of death in the United States. It is well recognized that one of the best means of defense in a crash is to be protected by a safety belt or a child safety seat. Increasing safety belt use has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with traffic crashes. For many years, motor vehicle manufacturers have been required to install safety belts in their vehicles, so the vast majority of vehicles on the roads today have these types of safety devices installed. The overwhelming percentage of people killed on Missouri roads or seriously injured in 2010-2012, in all probability, had a safety belt available for use (except for pedestrians, bicyclists, and motorcyclists):

- 2,433 killed – 76.8% had a safety belt available;
- 17,244 seriously injured – 80% had a safety belt available.

A substantial number of occupants killed in 2010-2012 Missouri traffic crashes were not wearing safety belts compared to those injured and not injured. In fatal crashes where safety belt usage was known, 69% of the people who died were not buckled up. Of those seriously injured, 36.7% were not belted. Conversely, of those not injured, 703,612 were wearing a safety belt.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2010-2012 crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 29.2 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to only 1 in 1,438 if the driver was wearing a safety belt.

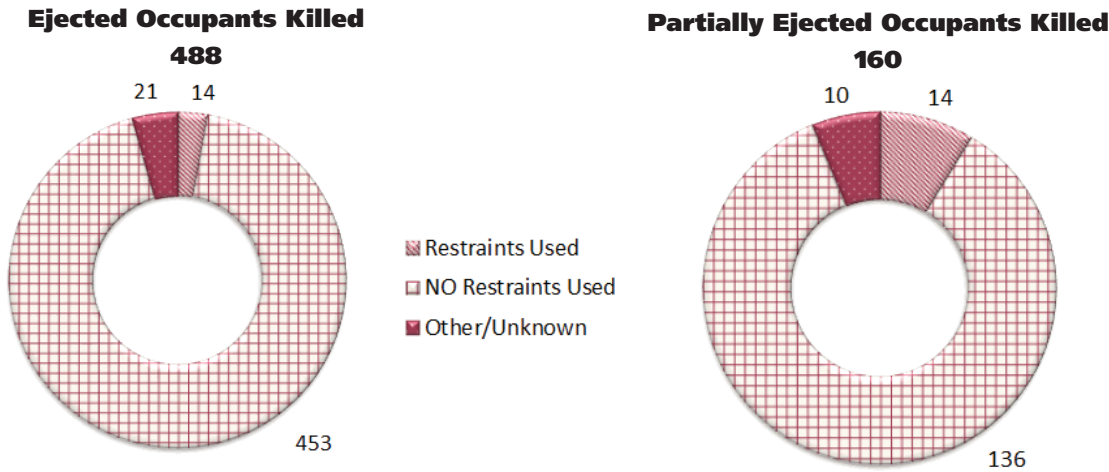
2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries By Restraint Usage



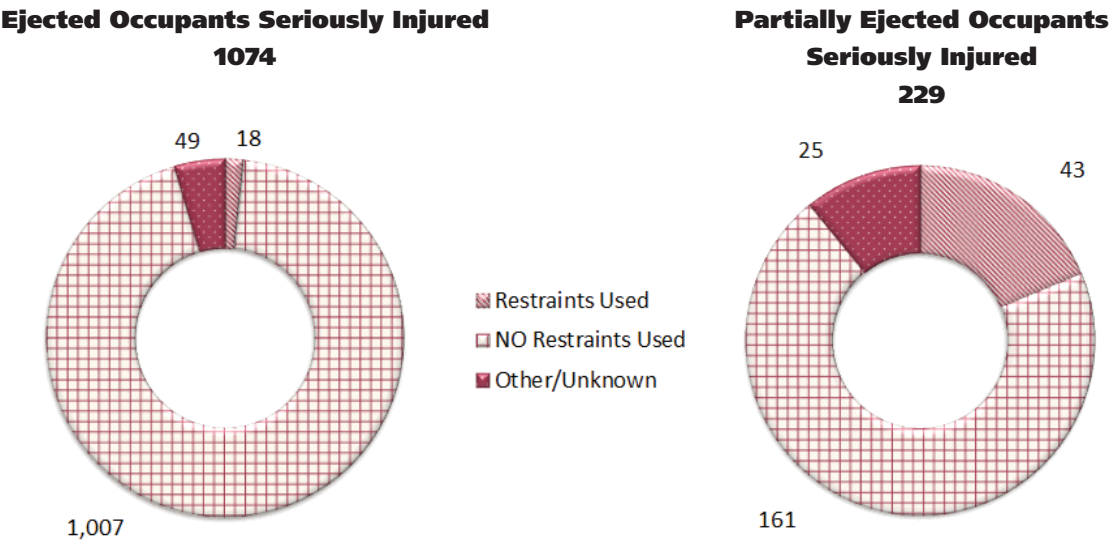
Ejections

The possibility of death and serious injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. In known cases of those occupants killed who were totally ejected from the vehicle, 97% were not wearing safety belts and of those partially ejected, 90.7% were not belted. Of the occupants killed who were not ejected from their vehicles, 53.5% failed to wear their safety belts.

2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries
By Restraint Usage



In known cases of those occupants seriously injured who were totally ejected from the vehicle, 98.2% were not wearing safety belts and of those partially ejected, 78.9% were not belted. Of the occupants seriously injured who were not ejected from their vehicles, 30.3% failed to wear their safety belts.



Safety Belt Usage Among High School Students

While 69% of the dead occupants were not buckled up, lack of safety belt use becomes even more significant when we segregate young people. When just looking at young people between the ages of 15 through 20, 78.5% of those who died were not buckled up.

The Office of Highway Safety had long been concerned with the lack of safety belt usage among young drivers and passengers. Unfortunately, there was no survey data to provide an established use rate for this age group. In 2003, parameters were developed to conduct an observational safety belt use survey for teens. It was determined that the most effective way to reach this very targeted age group was to survey specific high schools throughout the state.

Several guiding principles served as the underlying basis for the sampling plan:

1. The individual public high school would be the basic sample unit at which safety belt usage observations would be made.
2. The safety belt usage rates of high school students would be computed for each of the seven MoDOT regions in the state.
3. The number of schools selected from each MoDOT region would be proportionate to the number of

schools in that region in comparison to the state total of 496 public high schools.

4. The high schools within each region would be selected in their descending order of student enrollment to maximize the number of high school students from each MoDOT region.

One hundred-fifty high schools were selected for the survey in 92 counties (80 percent of the 115 counties in Missouri). Observational data were collected in April, Monday through Friday. Two instruments were used to collect the data. One instrument focused on the vehicle and the driver, while the other targeted the front safety outboard passenger and other occupants in the vehicle. A detailed report of all findings is available on file at the Office of Highway Safety.

Results of the high school surveys reflected mostly modest increases until a 5 percent jump in usage in 2010. The usage rate has been very stagnant since 2010, fluctuating between 66 and 67 percent.

- 2006 – 58 percent
- 2007 – 61 percent
- 2008 – 62 percent
- 2009 – 61 percent
- 2010 – 66 percent
- 2011 – 67 percent
- 2012 – 66 percent
- 2013 – 67 percent





Very Young Passengers

While Missouri must continue to promote the use of safety belts, particular attention must be paid to increasing the use of restraint devices for transporting young children. According to the National Highway Traffic Safety Administration (NHTSA), approximately 7,500 lives have been saved by the proper use of child restraints during the past 20 years. Yet, motor vehicle crashes still remain the number one killer of children ages 4 to 14 in America. The reason? Too often it is the improper or non-use of child safety seats and booster seats.

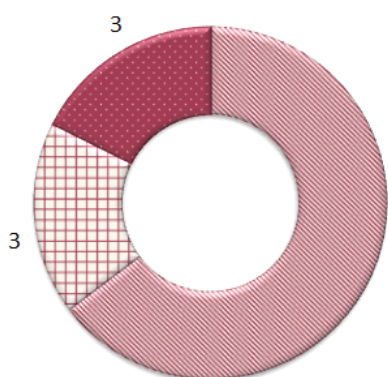
Children Birth through Age Three – Child Safety Seats

In 2010-2012, 17 children under the age of 4 were killed in a motor vehicle; 17.6% were not using any type of restraint device (in known cases). Another 122 were seriously injured. In known cases, 21.3% were not in any restraint device and 3.3% were in an adult safety belt.

2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries By Restraint Device - Children Under Age 4

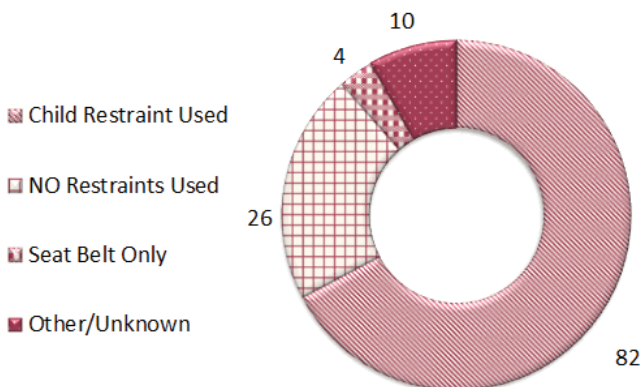
Children Under Age 4 Killed

17



Children Under Age 4 Seriously Injured

122



Children Age 4 through 7 – Booster Seats

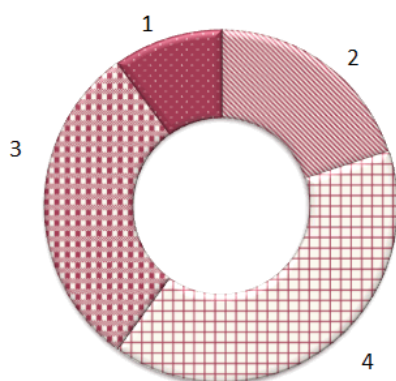
Research indicates that when children are graduated to a safety belt too soon, they are much more likely to suffer serious injuries in a crash due to “safety belt syndrome.” Therefore, during the 2006 legislative session, Missouri’s child passenger restraint law was strengthened to require children ages 4 through 7 (unless they are 4’9” tall or weigh more than 80 pounds) to be secured in a booster seat (or child safety seat if appropriate for their height and weight). The law became effective August 28, leaving only four months in 2006 to capture data on booster seat usage. Given that it takes

up to six months before the general public is aware of a new law and has put it into practice, booster seat usage for 2006 was not evaluated. We did, however, begin analyzing crash data on this age group beginning in 2007 to determine whether we observe a trend that is indicative of a reduction in deaths and serious injuries.

In 2010-2012, 10 children, 4 through 7 years of age, were killed in a motor vehicle; in known cases, 40% were not using any type of restraint device. Another 170 children within this age group were seriously injured – 27.6% were not secured in any type of restraint device, 31.8% were in a child restraint, and 25.9% were in an adult safety belt.

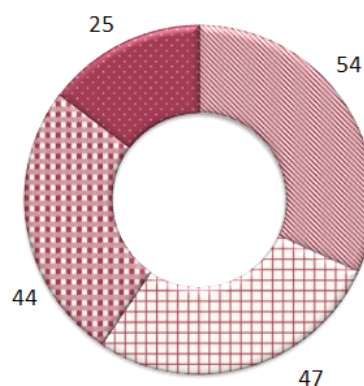
2010-2012 Vehicle Occupant Traffic Fatalities and Serious Injuries By Restraint Device - Children Age 4-7

Children Age 4-7 Killed
10



Children Age 4-7 Seriously Injured
170

Child Restraint Used
 NO Restraints Used
 Seat Belt Only
 Other/Unknown



GOAL #1:

To increase statewide safety belt usage by 1% annually to:

2014	2015	2016
81%	82%	83%

Performance Measure:

- Statewide percent observed belt use for passenger vehicles (front seat outboard occupants)

Benchmark:

- 2013 statewide safety belt usage = 80%

GOAL #2:

To reduce unrestrained passenger vehicle occupant fatalities to 326 by 2016:

2013	2014	2015
379	361	344

Performance Measure:

- Number of unrestrained passenger vehicle occupant fatalities

Benchmark:

- 2012 unrestrained passenger vehicle occupant fatalities = 396

GOAL #3:

To increase safety belt related citations and warnings made during grant funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 35,295

2014	2015	2016
35,384	35,472	35,561

Performance Measure:

- Number of safety belt citations and warnings issued during grant funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 safety belt citations and warnings issued during grant funded enforcement and mobilizations = 35,295

GOAL #4:

To increase teen safety belt usage by 1% annually to:

2014	2015	2016
68%	69%	70%

Performance Measure:

- Percent observed belt use for teen front seat outboard occupants

Benchmark:

- 2013 statewide safety belt usage = 67%

GOAL #5:

To increase safety belt usage by commercial motor vehicle (CMV) drivers by 1% during surveys conducted biennially to:

2014	2016
82%	83%

Performance Measure:

- Percent observed safety belt use for CMV drivers

Benchmark:

- 2012 CMV driver safety belt usage = 81%

GOAL #6:

To increase child safety seat usage by 1% annually to:

2014	2015	2016
92%	93%	94%

Performance Measure:

- Percent observed child safety seat use

Benchmark:

- 2013 child safety seat usage rate = 91%

GOAL #7:

To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range:

- 800-1,000 with representation in each of the seven Blueprint regional coalitions

Performance Measure:

- Number of certified Child Passenger Safety Technicians in the statewide database maintained by the highway safety division

Benchmark:

- Certified Technicians as of February 2014 = 989

GOAL #8:

To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range:

- 30-40 with representation in each of the seven Blueprint regional coalitions

Performance Measure:

- Number of certified Child Passenger Safety Instructors in the statewide database maintained by the highway safety division

Benchmark:

- Certified Instructors as of February 2014 = 38

GOAL #9:

To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range:

- 125 – 200 with representation in each of the seven blueprint regional coalitions

Performance Measure:

- Number of Missouri inspection stations in a statewide database maintained by the Highway Safety Office

Benchmark:

- Inspection stations in Missouri as of February 2014 = 198

STRATEGIES

Child Passengers

1. Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use
2. Maintain a state CPS Advisory Committee and implement their recommendations where appropriate
3. Conduct six certified Child Passenger Safety Technician classes statewide
4. Certify an additional CPS Instructor each year
5. Maintain a statewide computer list-serve of CPS technicians and instructors
6. Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Traffic and Highway Safety Division
7. Work with partners and with the media to garner support for annual CPS Week in September
8. When funding is available, provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site <http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm>)
9. Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws
10. Conduct Child Restraint Observational Survey every other year
11. Conduct annual CPS enforcement and public awareness campaign during National CPS Week

Teen Passengers/Drivers

1. Conduct annual teen statewide safety belt enforcement and public awareness campaign in March followed by the teen observational safety belt survey in April
2. Conduct youth safety belt selective traffic enforcement efforts statewide coupled with press releases, radio spots, and materials targeting young drivers
3. Promote the How to Live and Battle of the Belt

youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience

4. Develop youth safety belt public awareness materials with input from young drivers
5. Educate youth on the importance of safety belts through programs such as Team Spirit Youth Traffic Safety Leadership Conferences & Reunion, Think First and the Young Traffic Offenders Program

General Occupant Protection

1. Conduct NHTSA-approved statewide observational safety belt survey every year, in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)
2. Produce, promote and distribute educational materials addressing: occupant protection laws; important of wearing safety belts all the time and air bag safety
3. Promote the Saved by the Belt survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience
4. Conduct annual Click It or Ticket selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the Click It or Ticket safety belt campaign message
5. Compliment annual Click It or Ticket campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts, namely through press releases.
6. Conduct paid media efforts and work toward continual increases in earned media efforts
7. Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws
8. Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.
9. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference



What

Who

2010-2012 Unrestrained Occupant Fatalities by Occupant Vehicle Types:

Vehicle Type	Unrestrained Occupant Fatalities	Percent of Total Fatalities
Passenger Car	557	47.69%
SUV	200	17.12%
Van	69	5.91%
Pick Up	313	26.80%
Large Trucks	29	2.48%
Total	1168	100.00%

Where

2010-2012 Fatalities by Roadway Designation:

Roadway Desg.	Fatalities	Percent of Total Fatalities
Interstates	125	10.70%
US Numbered Routes	175	14.98%
MO Lettered Routes	281	24.06%
MO Numbered Routes	270	23.12%
Loop (Interstate only)	2	0.17%
Business	2	0.17%
City Street	143	12.24%
Ramp	2	0.17%
County Road	155	13.27%
Outer Road	11	0.94%
Private	2	0.17%
Total	1168	100.00%

When

2010-2012 Fatalities by Time of Day:

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	307	26.28%
6:00 am - 11:59 am	226	19.35%
Noon - 5:59 pm	315	26.97%
6:00 pm - 11:59 pm	320	27.40%
Total	1168	100.00%

Why - See Appendix A on page 40.

DISTRACTED DRIVERS

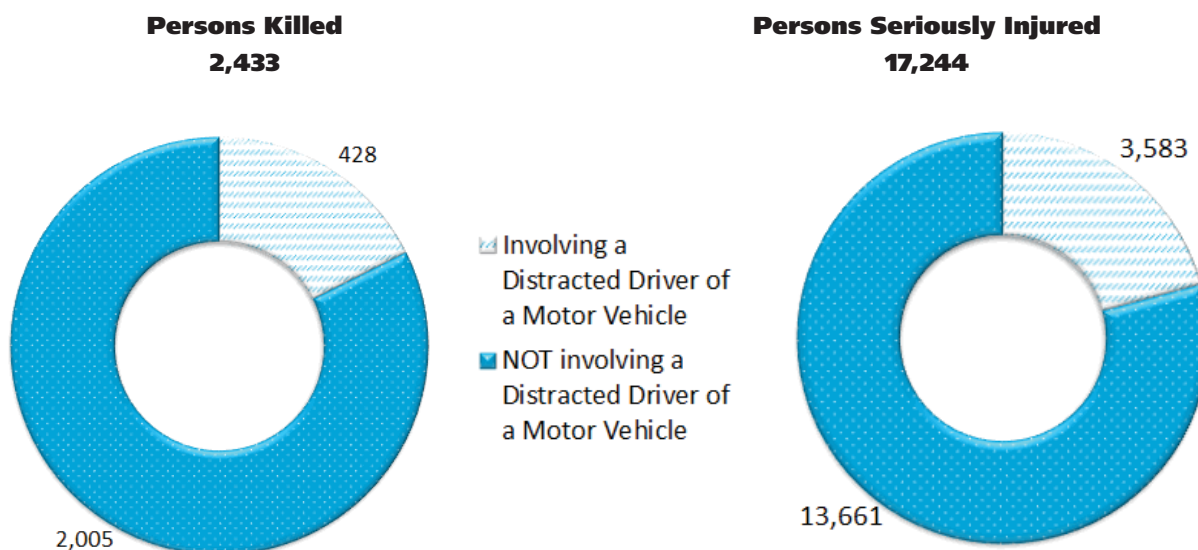
Background

Distracted driving is a voluntary diversion of the driver's attention from activities critical to safe driving. There are four types of driver distraction; visual, auditory, manual, and cognitive. There is a growing body of evidence which suggests driver distractions, both inside the vehicle and the road environment, is becoming increasingly large contributors to road trauma.

It is estimated that drivers engage in a secondary task between one-quarter and on-half of the time they drive. In recent surveys, about two-thirds of all drivers reported using a cell phone while driving. In daytime observational studies, 7 to 10 percent of all drivers were using a cell phone. Based on a study by Virginia Tech Transportation Institute, a risk for being involved in a critical incident is 23 times greater if the driver texts while driving.

On January 1, 2012, Missouri's law enforcement officers began using a revised crash report which includes additional data elements that address distracted driving. This more detailed report will provide data that can be used to more accurately assess the magnitude of this high-risk behavior. From 2010-2012, 18 percent of Missouri fatal traffic crashes involved at least one distracted driver. About 38 percent of the distracted drivers involved in fatal crashes in the last three years were between 15 and 30 years of age.

2010-2012 Statewide Fatalities & Serious Injuries Vs. Number of Distracted Driver Involved



GOAL #1:

To decrease fatalities involving distracted drivers to 70 by 2016:

2013	2014	2015
81%	78%	74%

Performance Measure:

- Number of distracted driving-related fatalities

Benchmark:

- 2012 distracted driving-related fatalities = 85

GOAL #2:

To decrease serious injuries involving distracted drivers to 674 by 2016:

2013	2014	2015
783	747	711

Performance Measure:

- Number of distracted driving-related serious injuries

Benchmark:

- 2012 distracted driving-related fatalities = 819

STRATEGIES

1. Continue to expand public information campaigns to educate the roadway user on the dangers of distracted drivers
2. Encourage companies to strengthen distracted driving policies and consequences for those who text and drive, use cell phones and other electronic devices while driving
3. Seek opportunities to give distracted driving presentations at businesses, schools, and community organizations
4. Enact legislation to restrict texting for all drivers
5. Expand GDL law to ban cell phone use by beginner drivers
6. Work with safety advocates and partners to implement countermeasures to reduce crashes involving distracted drivers



Who

Age	Fatalities	Percent of Total Fatalities
0-9	15	3.50%
10-19	51	11.92%
20-29	81	18.93%
30-39	34	7.94%
40-49	62	14.49%
50-59	76	17.76%
60-69	42	9.81%
>=70	67	15.65%
Total	428	100.00%

Where

Roadway Desg.	Fatalities	Percent of Total Fatalities
Interstates	45	10.51%
US Numbered Routes	82	19.16%
MO Lettered Routes	74	17.29%
MO Numbered Routes	128	29.91%
Loop (Interstate only)	1	0.23%
Business	5	1.17%
City Street	37	8.64%
Ramp	0	0.00%
County Road	49	11.45%
Outer Road	4	0.93%
Private	2	0.47%
Other	1	0.23%
Total	428	100.00%

What

Vehicle Type	Distracted Driver Vehicle Body Type	Percent of Total Fatalities
Passenger Car	174	42.23%
SUV	59	14.32%
Van	28	6.80%
Bus	1	0.24%
School Bus	3	0.73%
Motorcycle	35	8.50%
ATV	3	0.73%
Motor Home	1	0.24%
Farm Imp.	2	0.49%
Const. Equip.	1	0.24%
Pick Up	79	19.17%
Large Trucks	26	6.31%
Total	412	100.00%

When

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	64	14.95%
6:00 am - 11:59 am	120	28.04%
Noon - 5:59 pm	150	35.05%
6:00 pm - 11:59 pm	94	21.96%
Total	428	100.00%

Why - See Appendix A on page 40.

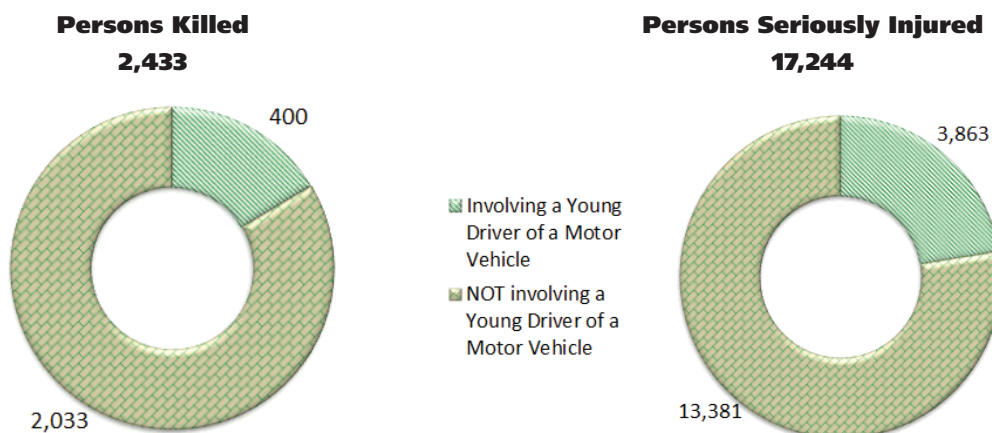
YOUNG DRIVERS

Background

Young drivers are categorized as those ages 15 through 20 years. These young drivers are substantially over-involved in Missouri traffic crashes. In 2012, 16.9% of all fatal crashes involved a young driver of a motor vehicle; this is particularly significant since young drivers comprised only 7.9% of the licensed driver population in Missouri.

Of all 2010-2012 fatal and serious injury crashes in Missouri, 21.2% involved a young driver of a motor vehicle. In 2010-2012, 400 persons were killed and 3,869 were seriously injured in traffic crashes involving a young driver of a motor vehicle.

2010-2012 Statewide Fatalities & Serious Injuries Vs. Number of Young Drivers Involved



NOTE: data for persons killed and seriously injured involving a young driver does not include young drivers of ATVs, bicycles, farm implements, construction equipment, other vehicles and unknown vehicle body types.

Several factors work together to make this age group so susceptible to crashes:

- Inexperience:** All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience are all needed to properly make the many continuous decisions—small and large—that add up to safe driving. This is confirmed by the larger percentage of single-vehicle fatal crashes involving young drivers where the vehicle frequently leaves the road and overturns or hits a stationary object like a tree or pole.
- Risk-taking behavior and immaturity:** Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, impairment and failing to wear a safety belt. Peer pressure also often encourages risk taking. In general a smaller percentage of young drivers in Missouri wear their safety belts compared to other drivers (teen safety belt usage rate for 2013 was 67 percent compared to the overall usage rate of 80 percent).
- Greater risk exposure:** Young drivers often drive at night with other friends in the vehicle. During night driving, reaction time is slower since the driver can only see as far as the headlights allow. More teen fatal crashes occur when passengers—usually other teenagers—are in the car than do crashes involving

other drivers. Driving with young, exuberant passengers usually poses a situation of distraction from the driving task. There are many other distractions in vehicles including the loud music and cell phones; all of which are factors that increase crash risk.

The top 5 contributing circumstances attributable to young drivers of motor vehicles involved in 2010-2012 fatal and serious injury crashes were:

1. Driving Too Fast for Conditions
2. Distracted / Inattentive
3. Failed to Yield
4. Improper Lane Usage / Change
5. Speed Exceeded Limit



Young Drinking Drivers

When analyzing statistics involving young drinking drivers, it is all the more important for us to keep in mind that drinking alcohol is an illegal behavior for those under 21 years of age. Missouri has a “zero tolerance” law for people under 21 that sets their illegal blood alcohol content level at .02 percent (considerably lower than the .08 BAC level for adults).

In 2010-2012, there were 2,387 drivers whose consumption of alcohol contributed to the cause of a fatal or serious injury crash. In known cases, 268 (11.3%) of the drinking drivers were under the legal drinking age of 21.

In 2010-2012, a total of 574 drinking drivers were involved in crashes where one or more people were killed. In known cases, 60 (10.5%) of those drinking drivers were under the legal drinking age of 21.

In 2010-2012, 610 (25.1%) of the fatalities and 2,434 (14.1%) of the serious injuries involved a drinking driver. Of these, 70 (11.5%) of the fatalities and 321 (13.2%) of the serious injuries involved an underage drinking driver.

In 2010-2012, 373 young drivers were involved in 362 fatal traffic crashes where 405 people died. In those crashes, 60 or 16.1% of the young drivers were drinking and driving. In other words, one of every 6 young drivers involved in fatal crashes was drinking alcohol and their intoxicated condition contributed to the cause of the crash.



GOAL #1:

To decrease fatalities involving drivers age 15 through 20 to 111 by 2016:

2013	2014	2015
129	123	117

Performance Measure:

- Number of fatalities involving drivers age 15 through 20

Benchmark:

- 2012 fatalities involving drivers age 15 through 20 = 135

GOAL #2:

To decrease serious injuries involving drivers age 15 through 20 to 1,038 by 2016:

2013	2014	2015
1,206	1,150	1,095

Performance Measure:

- Number of people seriously injured involving drivers age 15 through 20

Benchmark:

- 2012 serious injuries involving drivers age 15 through 20 = 1,261

STRATEGIES

1. Continue support for youth prevention and education programs to include Team Spirit Youth Traffic Safety Leadership Conferences and Reunion; Think First Programs (school assemblies, Traffic Offenders Program and the corporate program); *Every15 Minutes*; DWI docu dramas; CHEERS university-based designated driver program, Safe Communities programs throughout the state and statewide Battle of the Belt competition
2. Continue statewide distribution of *Road Wise: Parent/Teen Safe Driving Guide* through DOR licensing offices and Highway Patrol driver examination stations and upon request
3. Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number of parents and teens
4. Continue to update, as needed, materials and web/social media information on young, high-risk driv-

ers; develop materials that are especially appealing to young drivers

5. Include information on the graduated driver license (GDL) law in materials, on the web/social media sites and within presentations
6. Support projects designed to prevent underage alcohol purchase, educate law enforcement and the public about underage drinking, apprehend minors attempting to purchase alcohol and adults purchasing alcohol for minors, and provide a physical enforcement/intervention presence (e.g., Server Training, SMART Web-based server training, PIRE law enforcement training, compliance checks and multi-jurisdiction enforcement teams)
7. Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools
8. Conduct an annual law enforcement campaign focused on underage drinking and driving
9. Provide funding to support college/university prevention programs (Partners in Prevention, CHEERS Designated Driver program, SMART online server training and START online student alcohol awareness training) that focus on the development and implementation of UMC's *Drive Safe. Drive Smart* campaign
10. Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Driver License, Zero Tolerance, Abuse and Lose)
11. Promote the saveMOlives website and social marketing sites that appeal to youth (Facebook, Twitter, etc.)
12. Provide support for the Missouri Coalition for Roadway Safety Substance-Impaired Driving Subcommittee to address underage substance-impaired driving
13. Implement, if possible, recommendations identified in the 2009 Statewide Underage Substance-Impaired Driving Strategic Advance
14. Develop campaigns/materials to reach targeted high-risk groups
15. Promote the How to Live seat belt campaign, Battle of the Belt, and the youth alcohol campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience



YOUNG DRIVERS

Who

2010-2012 Fatalities by Age:

Age	Fatalities	Percent of Total Fatalities
0-9	8	1.98%
10-19	204	50.37%
20-29	85	20.99%
30-39	14	3.46%
40-49	24	5.93%
50-59	21	5.19%
60-69	19	4.69%
>=70	30	7.41%
Total	405	100.00%

Includes everyone killed in crashes involving at least one young driver.

What

2010-2012 Young Driver Vehicles Types Involved in Fatal Crashes:

Vehicle Type	Young Driver Vehicle Body Type	Percent of Total Fatalities
Passenger Car	213	57.10%
SUV	48	12.87%
Van	4	1.07%
Motorcycle	14	3.75%
ATV	4	1.07%
Farm Imp.	1	0.27%
Other/Unknown	1	0.27%
Pick Up	85	22.79%
Large Trucks	3	0.80%
Total	373	100.00%

Where

2010-2012 Fatalities by Roadway Designation:

Roadway Desg.	Fatalities	Percent of Total Fatalities
Interstates	45	11.11%
US Numbered Routes	63	15.56%
MO Lettered Routes	94	23.21%
MO Numbered Routes	84	20.74%
Loop (Interstates only)	1	0.25%
Business	1	0.25%
City Street	55	13.58%
Ramp	2	0.49%
County Road	57	14.07%
Outer Road	2	0.49%
Other	1	0.25%
Total	405	100.00%

When

2010-2012 Fatalities by Time of Day:

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	80	19.75%
6:00 am - 11:59 am	60	14.81%
Noon - 5:59 pm	128	31.60%
6:00 pm - 11:59 pm	137	33.83%
Total	405	100.00%

Why - See Appendix A on page 40.



OLDER DRIVERS 65 YEARS OF AGE AND OVER

Background

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. According to the U.S. Census Bureau, Missouri ranked 17th nationally in 2008 with 13.6% of the population age 65 or older. By the year 2030 it is estimated that over 20% of the population in Missouri will be age 65 or older. That means approximately one in five people will be 65 or older.

Being able to go where we want and when we want is important to our quality of life. Personal mobility is often inextricably linked to the ability to drive a car. However, as we age our ability to drive a motor vehicle may be compromised by changes in vision, attention, perception, memory, decision-making, reaction time and aspects of physical fitness and performance.

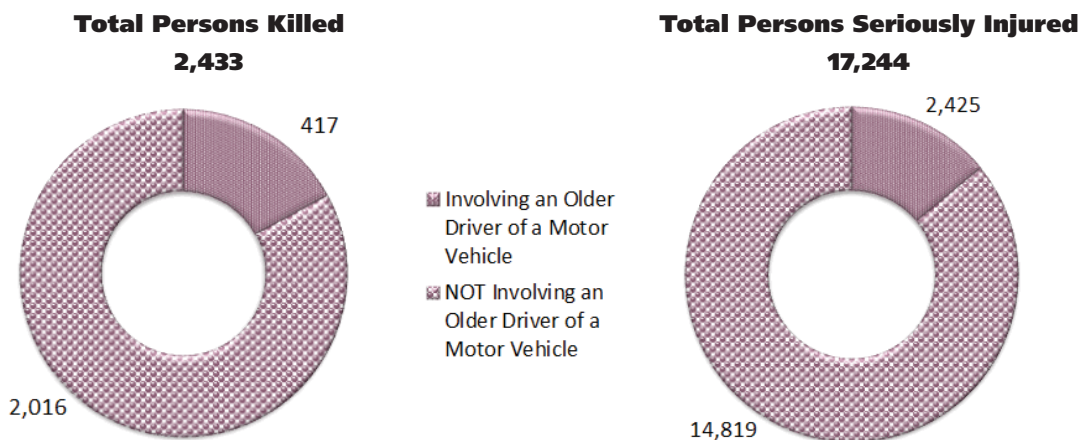
A wide variety of age-related decreases in physical and mental abilities can contribute to decreased driving ability, as implied by reports that elderly drivers drive less

as they age, while collisions per mile driven increase. Drivers 65 and older who are injured in automobile crashes are more likely than younger drivers to die from their injuries. Accordingly, several reports have noted that per mile driven, older drivers experience higher crash fatality rates than all but teen-age drivers. Studies have shown that a driver 70 or over is about three times as likely as someone 35-54 years old to sustain a fatal injury in a crash.

In April of 2014, there were 786,415 people licensed in Missouri who were age 65 or over. They accounted for 17.8% percent of the 4,415,400 persons licensed in Missouri.

Of all 2010-2012 fatal and serious injury crashes in Missouri, 16.1% involved an older driver of a motor vehicle. In 2010-2012, 417 persons were killed and 2,425 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

2010-2012 Statewide Fatalities & Serious Injuries Vs. Number of Older Drivers Involved



GOAL #1:

To decrease fatalities involving older drivers to 117 by 2016:

2013	2014	2015
136	129	123

Performance Measure:

- Number of fatalities occurring in crashes involving older drivers

Benchmark:

- 2012 fatalities involving older drivers = 142

GOAL #2:

To decrease serious injuries involving older drivers to 632 by 2016:

2013	2014	2015
732	698	665

Performance Measure:

- Number of serious injuries occurring in crashes involving older drivers

Benchmark:

- 2012 serious injuries involving older drivers = 768

STRATEGIES

1. Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers identified in the SHSP *Missouri's Blueprint to Save More Lives*
2. Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field
3. Develop and distribute public informational materials to assist older drivers and their families
4. Provide educational programs to community groups and the public
5. Train law enforcement personnel to identify signs of impairment specific to older drivers
6. Identify and promote self-assessment tools to

- enable older drivers to check their own driving abilities
7. Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)
8. Work with the Subcommittee on Elder Mobility and Safety under the Missouri Coalition for Roadway Safety to address older driver safety
9. Develop a package of office-based screening tools that can be used by healthcare providers and agencies involved in licensing decisions
10. Develop and implement a training program for local driver license offices that will assist in recognition of medically unfit drivers

Who

Age	Fatalities	Percent of Total Fatalities
0-9	2	0.47%
10-19	12	2.82%
20-29	9	2.12%
30-39	16	3.76%
40-49	19	4.47%
50-59	26	6.12%
60-69	97	22.82%
>=70	244	57.41%
Total	425	100.00%

Where

Roadway Desg.	Fatalities	Percent of Total Fatalities
Interstates	49	11.53%
US Numbered Routes	107	25.18%
MO Lettered Routes	121	28.47%
MO Numbered Routes	59	13.88%
Loop (Interstates only)	1	0.24%
Business	5	1.18%
City Street	47	11.06%
Ramp	1	0.24%
County Road	31	7.29%
Outer Road	4	0.94%
Total	425	100.00%

What

Vehicle Type	Older Driver Vehicle Body Type	Percent of Total Fatalities
Passenger Car	194	46.86%
SUV	49	11.84%
Van	40	9.66%
School Bus	2	0.48%
Motorcycle	19	4.59%
ATV	4	0.97%
Motor Home	1	0.24%
Farm Imp.	2	0.48%
Other/Unknown	1	0.24%
Pick Up	81	19.57%
Large Trucks	21	5.07%
Total	414	100.00%

When

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	21	4.94%
6:00 am - 11:59 am	155	36.47%
Noon - 5:59 pm	171	40.24%
6:00 pm - 11:59 pm	78	18.35%
Total	425	100.00%

Why See Appendix A on page 40.

COMMERCIAL MOTOR VEHICLES

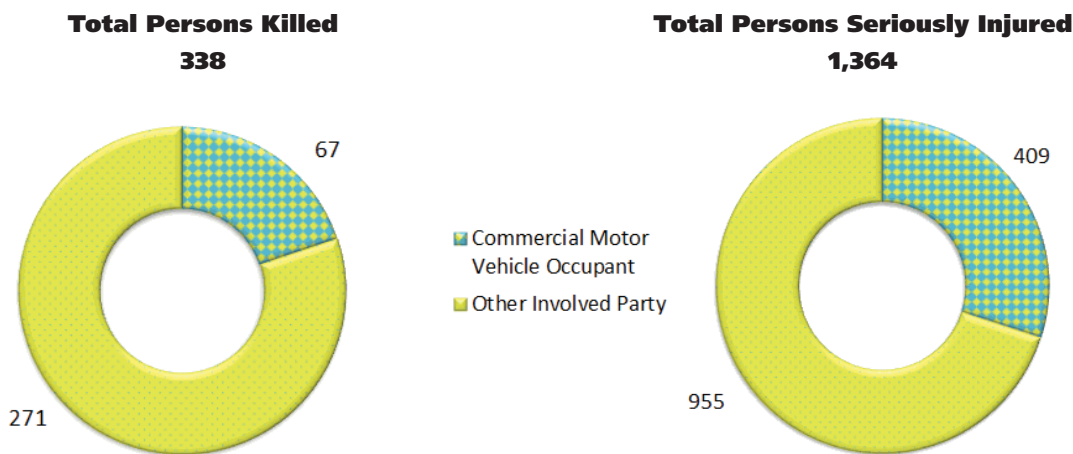
Background

Large trucks have blind spots – identified as No Zones – around the front, back and sides of the truck, which make it difficult for the driver to see. It is critically important that other drivers stay out of the No Zone of a commercial vehicle. Because most commercial motor vehicles (CMVs) are large transport devices that are much heavier than the normal vehicle population, they cause greater amounts of personal injury and severity to the occupants of vehicles with which they collide. When analyzing the types of persons killed or injured in CMV crashes, the great majority were not the occupants of the commercial motor vehicle.

Commercial motor vehicles are involved in a substantial number of traffic crashes in Missouri, especially those resulting in the death of one or more persons. In 2010–2012, there were 431,780 traffic crashes in the state. In these crashes, 36,177 (8.4%) involved at least one commercial motor vehicle. Of the 2,256 fatal crashes, however, 309 (13.7%) involved at least one commercial motor vehicle.

Of those killed in 2010–2012 CMV crashes, 67 (19.8%) were CMV occupants and 271 (80.2%) were other parties in the incident. When examining serious injuries, 409 (30.0%) were CMV occupants while 955 (70.0%) were some other party.

2010-2012 Statewide Fatalities & Serious Injuries Commercial Motor Vehicle Involved



The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles. The goal of the MCSAP is to reduce CMV involved crashes, fatalities, and injuries through consistent, uniform and effective CMV safety programs. Investing grant monies in appropriate safety programs will increase the likelihood that safety defects, driver deficiencies, and unsafe motor carrier

practices will be detected and corrected before they become contributing factors to crashes. The Traffic and Highway Safety Division administers MCSAP, but the MCSAP program operates under a separate federal grant. Goals, benchmarks and strategies are outlined within the Commercial Vehicle Safety Plan (CVSP), which is submitted to the Federal Motor Carrier Safety Administration.



MOTORCYCLE CRASHES

Background

A responsible motorcyclist must think about the consequences of their riding behavior in traffic and accept personal responsibility for the results of their decisions and actions, as well as develop good skills and judgment. The motorcyclist must consider their personal margin of safety or margin for error – how much extra time and space they need given their skill level.

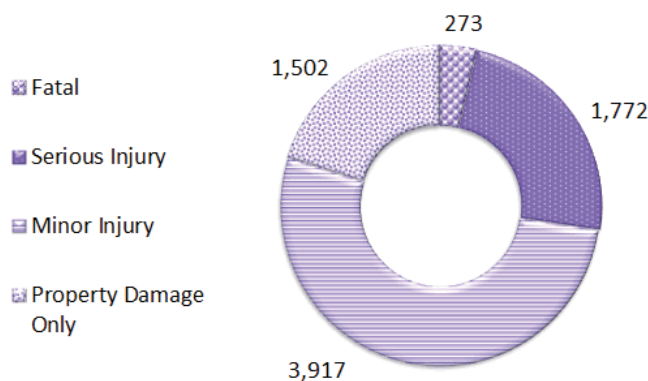
Likewise, the general motoring public must be aware of their surroundings while driving and share the road with motorcyclists. A significant number of motorcycle crashes involve another vehicle.

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or serious injuries at a considerably greater rate than other traffic crashes. This reality makes helmet use imperative. In 2008, Missouri ranked 19th in helmet use nationwide (ranking is based on an overall percentage of motorcyclists wearing their helmets).

Of the 431,780 traffic crashes in 2010-2012, 0.5% resulted in a fatality and 3.1% involved someone being seriously injured in the incident. During the same period, there were 7,464 traffic crashes involving motorcycles. In these incidents, 273 (3.7%) resulted in a fatality and 1,772 (23.7%) resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

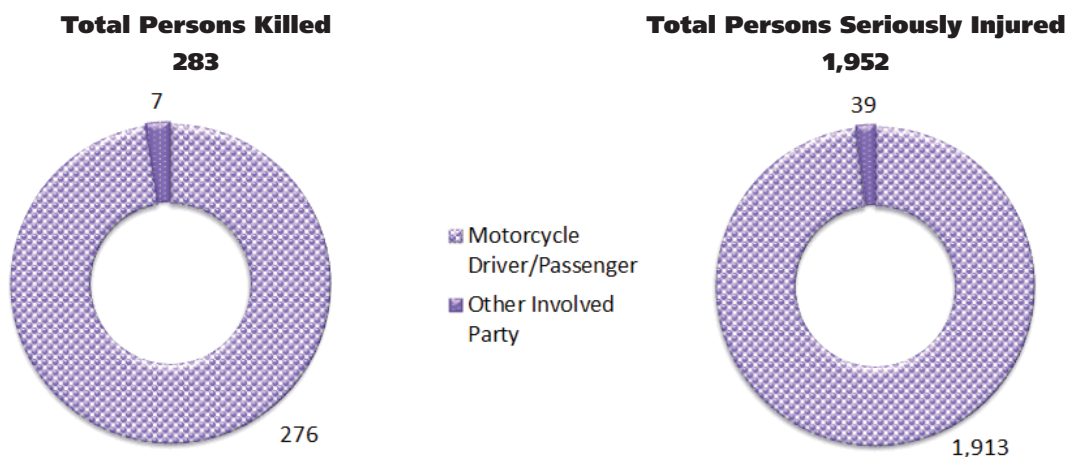
An area of particular concern is the number of unlicensed and improperly licensed motorcyclists involved in crashes. Between 2010-2012, 23.7% of the 7,464 motorcycle involved traffic crashes involved an unlicensed or improperly licensed motorcycle driver. In fatal crashes, 41.4% involved an unlicensed or improperly licensed motorcycle driver, while 28.2% of the serious injury crashes involved an unlicensed or improperly licensed motorcycle driver.

2010-2012 Statewide Motorcycle Involved Crashes 7,464



In most instances, motorcycle drivers and/or their passengers are the ones killed and seriously injured when they are involved in a traffic crash. Of the 283 people killed in motorcycle-involved crashes (2010-2012), 276 (97.5%) were motorcycle riders and 7 (2.5%) were some other person in the incident. Of the 1,952 seriously injured (2010-2012), 1,913 (98%) were the motorcycle riders while only 39 (2.0%) were some other person in the incident.

2010-2012 Statewide Fatalities & Serious Injuries Motorcycle Involved



A significant number of motorcyclists and their passengers killed and seriously injured in Missouri traffic crashes are middle age. Of those killed, 42.4% were between the ages of 41-60 and 45.5% of those seriously injured were in this age group.

2010-2012 Statewide Motorcycle Drivers and Passengers Killed and Seriously Injured in Missouri Traffic Crashes

(Age by Personal Injury Severity)

	KILLED			SERIOUSLY INJURED			TOTAL	
Age	Number	%	Without Helmets	Number	%	Without Helmets	Number	%
00 - 20	18	6.5%	3	133	7.0%	38	151	6.9%
21 - 40	106	38.4%	19	713	37.3%	99	819	36.7%
41 - 60	117	42.4%	20	870	45.5%	91	987	45.1%
61 and Over	35	12.7%	3	196	10.2%	15	231	10.6%
Unknown age	0	0.0%	0	1	0.1%	1	1	0.0%
Total	276	100.0%	45	1,913	100.0%	244	2,189	100.0%

GOAL #1:

To decrease motorcyclist fatalities to 84 by 2016:

2013	2014	2015
98	93	89

Performance Measure:

- Number of motorcyclist fatalities

Benchmark:

- Number of 2012 motorcyclist fatalities = 102

GOAL #2:

To decrease un-helmeted or non-DOT-compliant helmeted motorcyclist fatalities to 21 by 2016 (does not include fatalities where helmet use was "unknown"):

2013	2014	2015
25	24	22

Performance Measure:

- Number of un-helmeted or non-DOT compliant helmeted motorcyclist fatalities (only those fatalities where helmet use was known)

Benchmark:

- Number of 2012 un-helmeted or non-DOT-compliant helmeted motorcyclist fatalities = 26

STRATEGIES

GOAL #3:

To decrease fatalities involving motorcycle operators who are not licensed or improperly licensed to 40 by 2016:

2013	2014	2015
46	43	41

Performance Measure:

- Number of fatalities involving motorcycle operators with no license or improperly licensed

Benchmark:

- 2012 fatalities involving a motorcycle operator with no license or improperly licensed = 48

1. Continue support for the Missouri Motorcycle Safety Program administered by the Missouri Safety Center at University of Central Missouri
2. Continue to provide motorcycle rider education statewide in order to train 4500+ riders annually
3. Conduct RiderCoach (Instructor) Preparation courses as needed in order to train and expand the base of certified motorcycle RiderCoaches to meet demand
4. Actively participate in the Motorcycle Safety Subcommittee of the Missouri Coalition for Roadway Safety
5. Implement, where possible, strategies in the Missouri Motorcycle Strategic Safety Plan 2012-2016
6. Create and distribute Missouri Helmet Law cards to law enforcement statewide on detecting non-compliant helmets
7. Continue working with numerous grass-roots motorcycle safety groups in promoting the "Watch for Motorcycles" message throughout the state



Who

Age	Fatalities	Percent of Total Fatalities
0-9	1	0.36%
10-19	10	3.62%
20-29	66	23.91%
30-39	42	15.22%
40-49	54	19.57%
50-59	63	22.83%
60-69	33	11.96%
>=70	7	2.54%
Total	276	100.00%

Where

Roadway Desg.	Fatalities	Percent of Total Fatalities
Interstates	25	9.06%
US Numbered Routes	44	15.94%
MO Lettered Routes	75	27.17%
MO Numbered Routes	47	17.03%
Loop (Interstates only)	1	0.36%
Business	3	1.09%
City Street	50	18.12%
Ramp	4	1.45%
County Road	24	8.70%
Outer Road	2	0.72%
Other	1	0.36%
Total	276	100.00%

What

Vehicle Type	Older Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	66	14.67%
SUV	30	6.67%
Van	6	1.33%
Other Bus	5	1.11%
School Bus	2	0.44%
ATV	1	0.22%
Motor Home	1	0.22%
Other/Unknown	1	0.22%
Const. Equip.	1	0.22%
Pick Up	43	9.56%
Motorcycle	280	62.22%
Large Trucks	14	3.11%
Total	450	100.00%

When

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	30	10.87%
6:00 am - 11:59 am	42	15.22%
Noon - 5:59 pm	100	36.23%
6:00 pm - 11:59 pm	104	37.68%
Total	276	100.00%

Why - See Appendix A on page 40.



CRASHES INVOLVING SCHOOL BUSES

Background

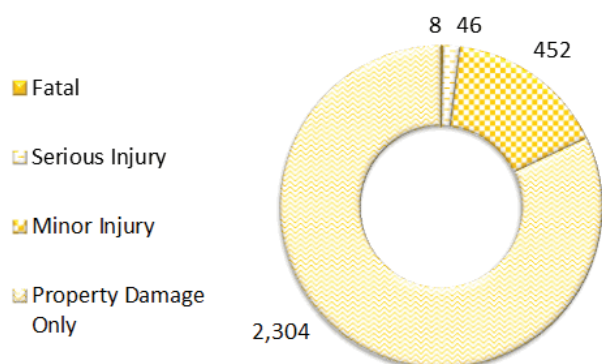
Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such

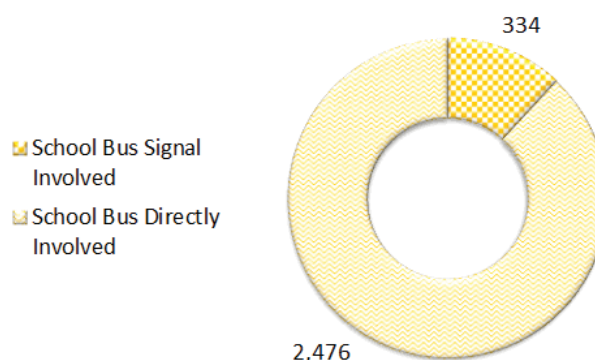
as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways. Many school buses throughout Missouri are now equipped with 3-point safety belts. This safety enhancement, when properly used, provides additional protection in the event of a crash.

School buses are not involved in a large number of traffic crashes in Missouri. Of all 2010-2012 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 88.1% of the school bus crashes, a school bus was directly involved in the crash and in 11.9% of the crashes, no school bus was directly involved but a school bus signal was involved.

2010-2012 Statewide School Bus/School Bus Signal Crashes
(By Severity)

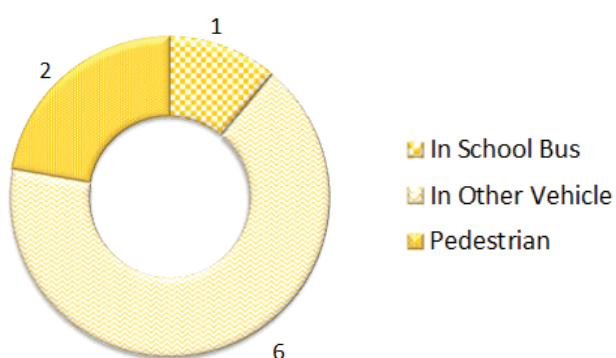


2010-2012 Statewide School Bus/School Bus Signal Crashes
(Involvement Type)

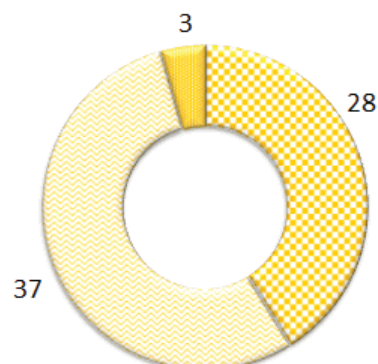


Of the nine persons killed during 2010-2012 in crashes involving school buses, one was an actual occupant of the school bus, two were pedestrians and six were some other person in the incident. Of the 68 persons seriously injured, 28 were occupants of the school bus, three were pedestrians and 37 were some other person in the incident.

2010-2012 Statewide School Bus/School Bus Signal Involved Fatalities by Location of Persons Killed



2010-2012 Statewide School Bus/School Bus Signal Involved Serious Injuries by Location of Persons Seriously Injured



A significant number of persons killed or seriously injured in crashes involving school buses are young.

	IN BUS		PEDESTRIAN		IN OTHER VEHICLE	
Age	Killed	Serious Injuries	Killed	Serious Injuries	Killed	Serious Injuries
0-4	0	1	0	0	0	0
5-8	0	2	1	0	0	0
9-20	1	11	1	3	2	10
21+	0	13	0	0	4	27
Unknown	0	1	0	0	0	0
Total	1	28	2	3	6	37

GOAL #1:

To decrease or maintain fatalities involving school buses or school bus signals to 2 by 2016:

2013	2014	2015
3	3	2

Performance Measure:

- Number of fatalities occurring in crashes involving school buses or school bus signals

Benchmark:

- 2012 fatalities occurring in crashes involving school buses or school bus signals = 3

GOAL #2:

To decrease serious injuries involving school buses or school bus signals to 12 by 2016:

2013	2014	2015
14	14	13

Performance Measure:

- Number of serious injuries occurring in crashes involving school buses or school bus signals

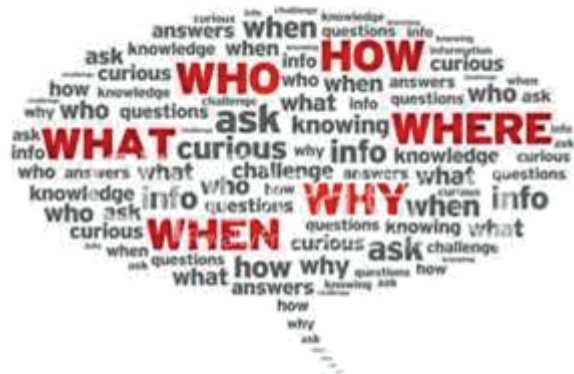
Benchmark:

- 2012 serious injuries occurring in crashes involving school buses or school bus signals = 15

STRATEGIES

1. Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force
2. Continue to serve on any state school bus safety committees
3. Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones and sharing the road with school buses





CRASHES INVOLVING SCHOOL BUSES

Who

2010-2012 Fatalities by Age:

Age	Fatalities	Percent of Total Fatalities
0-9	1	11.11%
10-19	3	33.33%
20-29	1	11.11%
30-39	1	11.11%
40-49	1	11.11%
50-59	2	22.22%
60-69	0	0.00%
>=70	0	0.00%
Total	9	100.00%

Includes everyone killed in crashes involving a school bus or school bus signal.

What

2010-2012 Vehicle Body Types Involved in Fatal School Bus/Bus Signal Crashes:

Vehicle Type	Vehicle Body Type Involved	Percent of Total Fatalities
Passenger Car	1	6.25%
SUV	1	6.25%
School Bus	9	56.25%
Motorcycle	2	12.50%
Pick Up	2	12.50%
Large Trucks	1	6.25%
Total	16	100.00%

Where

2010-2012 Fatalities by Roadway Designation:

Roadway Desg.	Fatalities	Percent of Total Fatalities
Interstates	2	22.22%
US Numbered Routes	1	11.11%
MO Lettered Routes	1	11.11%
MO Numbered Routes	3	33.33%
Loop (Interstates only)	0	0.00%
Business	0	0.00%
City Street	1	11.11%
Ramp	0	0.00%
County Road	1	11.11%
Outer Road	0	0.00%
Other	0	0.00%
Total	9	100.00%

When

2010-2012 Fatalities by Time of Day:

Time	Fatalities	Percent of Total Fatalities
Midnight - 5:59 am	0	0.00%
6:00 am - 11:59 am	6	66.67%
Noon - 5:59 pm	3	33.33%
6:00 pm - 11:59 pm	0	0.00%
Total	9	100.00%

Why - See Appendix A on page 40.

VULNERABLE ROADWAY USERS

Background

Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers (1.0% and 0.5% of all crashes, respectively) but when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

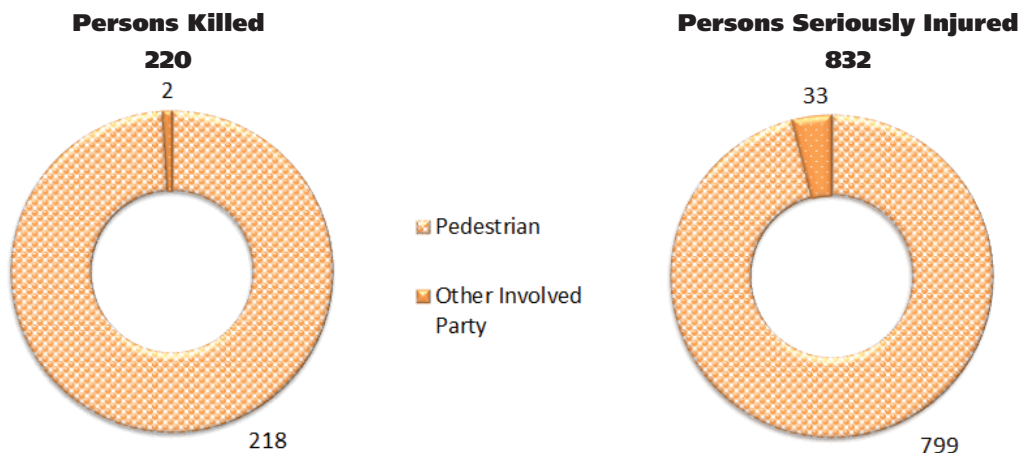
Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.



PEDESTRIANS

For the period 2010-2012, there were 216 fatal pedestrian-involved crashes and 772 serious injury pedestrian-involved crashes. During that three-year period, of the 220 persons killed in pedestrian involved crashes, 218 (99.1%) were the pedestrians. Of the 832 seriously injured in pedestrian involved crashes, 799 (96.0%) were the pedestrians.

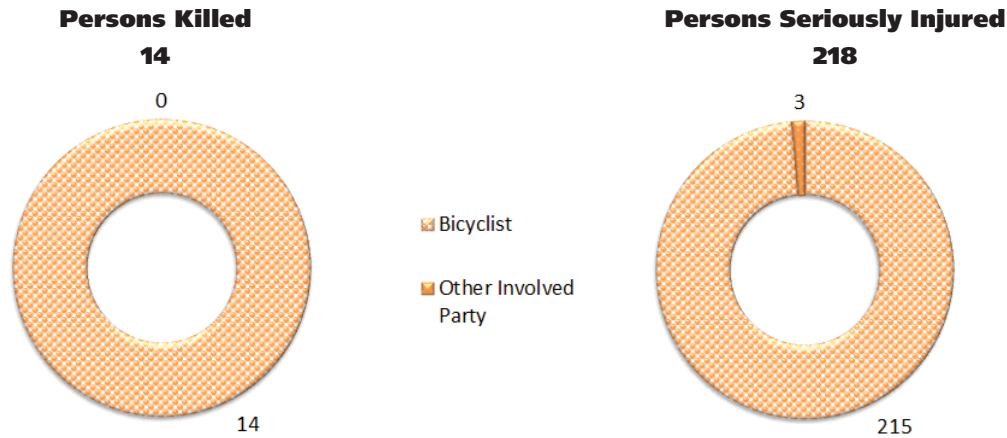
2010-2012 Statewide Pedestrian Involved Traffic Crashes (Person Involvement)



For the period 2010-2012, there were 14 fatal bicycle-involved crashes and 214 serious injury bicycle-involved crashes. For that same three-year period, of the 14 persons killed in bicycle-involved crashes, all were the bicyclists. Of the 218 persons seriously injured in bicycle-involved crashes, 215 (98.6%) were the bicyclists.

2010-2012 Statewide Bicycle Involved Traffic Crashes

(Person Involvement)



GOAL #1:

To decrease pedestrian fatalities to 71 by 2016:

2013	2014	2015
82	78	75

Performance Measure:

- Number of pedestrian fatalities

Benchmark:

- 2012 pedestrian fatalities = 86

GOAL #2:

To decrease or maintain bicyclist fatalities to 4 by 2016:

2013	2014	2015
6	5	5

Performance Measure:

- Number of bicyclist fatalities

Benchmark:

- 2012 bicyclist fatalities = 6

STRATEGIES

- Educate the motoring public on sharing the road safely with pedestrians and bicyclists
- Educate pedestrians and bicyclists on safely interacting with motor vehicles
- Purchase helmets for distribution at exhibits and for school/local safety awareness programs
- Promote bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the Missouri Coalition for Roadway Safety regional coalitions

ENGINEERING SERVICES & DATA COLLECTION

ENGINEERING SERVICES

Traffic engineering is a vital component of the traffic safety countermeasure picture. The techniques engineers use to design roads certainly affect the safety of motorists. Engineering approaches offer two basic types of countermeasures against drivers committing hazardous moving violations: highway design and traffic engineering. With highway design, the roads can be redesigned to add capacity or accommodate increased traffic. Highway design can also mitigate the injury consequences for motorists who come into contact with aggressive, impaired, or distracted drivers. Effective traffic engineering offers a way to accommodate increased traffic flow, or at least get it under control, without building new roads.

One of the most successful examples of an engineering solution to mitigate cross-median crashes (one of our most deadly crashes on the interstates), has been the installation of the median guard cable. Since the state-wide installation effort began in 2003, over 800 miles of guard cable have been installed across the state. In-house studies have shown over a 98 percent reduction in cross-median crashes where median guard cable has been installed.

TRAFFIC ENGINEERING ASSISTANCE PROGRAM (TEAP)

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic courts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand studies, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have the personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of the studies a traffic engineering consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness. In order to provide assistance in this area, the Highway Safety Office allocates funding for consultants to perform this service for the local jurisdictions.



BRIDGE ENGINEERING ASSISTANCE PROGRAM (BEAP)

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their bridges. Correction of these problems can require evaluation of bridge structures for load-carrying capacity. Technical expertise is provided to cities/counties to conduct bridge analysis including bridge inspections. In order to provide assistance in this area, the Highway Safety Office allocates funding for consultants to perform this service for the local jurisdictions.

TRAINING

Support is also provided for traffic engineering forums and technology transfer to enhance the ability of the local communities to develop accident countermeasures. This is accomplished through training workshops and conferences funded through MoDOT.

An instructional program on traffic practices and crash countermeasure development will be offered to local law enforcement and traffic engineers. This program provides them fifteen hours of professional development. Participants receive training on pinpointing typical traffic problems, recognizing roadway and signing defects, and identifying solutions for high-crash locations.

DATA COLLECTION

Each state has developed, to varying degrees, systems for the collection, maintenance and analysis of traffic safety data. Motor vehicle crash data tells us about the characteristics of the crash and the vehicles and persons involved. Crash data elements describe the date, time, location, harmful events, type of crash, weather, and contributing circumstances. Vehicle data elements describe the vehicle in terms of the make, year, type, role, actions, direction, impact, sequence of events, and damaged areas. Person data elements describe all persons involved by age, sex, injury status, and type. Additional information describing the vehicle number, seating position, use of safety equipment, driver status information, non-motorist status, alcohol/drug involvement, and EMS transport status is collected when relevant to the occupants involved.

STARS MAINTENANCE AND TRAFFIC SAFETY COMPENDIUM

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS), which is the repository for all crash statistics. The Missouri State Highway Patrol started electronically filing crash reports in 2007. Approximately 44% of crash reports are now entered electronically into the STARS system. Revision of the crash report form has been completed with training provided annually. The form became effective on January 1, 2012. The Traffic Safety Compendium is compiled from statistics collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data especially as it relates to contributing circumstances that caused the crash. This crash information is shared with MoDOT's Traffic and Highway Safety Division.

LAW ENFORCEMENT TRAFFIC SOFTWARE (LETS)

This Web-based computerized system for collection and comprehensive management of traffic data provides on-line information concerning traffic activities and needs for local law enforcement agencies. LETS allows agencies to track crash occurrences, deploy enforcement efforts, design accident countermeasure programs, and develop customized reports. The LETS software also allows agencies to electronically transfer crash data to the STARS database.

SELECTION OF TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC) PROJECTS

The TRCC plays a role in the creation, approval and evaluation of the data improvement projects. The TRCC consists in developing initial project proposals as well as discusses the proposals openly in the TRCC monthly meetings. The TRCC through the discussion of proposed projects, prioritized the projects and determine the funding sources. Once the project begins, the TRCC provides additional guidance on the projects activities.

GOAL #1:

To assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures

Performance Measure:

- Percent of all crash reports filed electronically through LETS into the STARS system.
- Ability to track positive or negative trends in traffic crashes by target populations, geographic location, driver subgroups, and causation factors

Benchmark:

- In 2009, local law enforcement agencies began electronically submitting crash reports through LETS.

GOAL #2:

To provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures

Performance Measure:

- Continue partnership with Mid America Regional Council to conduct road safety audits with law enforcement

Benchmark:

- Conduct one road safety audit with law enforcement

BENCHMARKS:

- Provide consultant assistance to local communities for traffic engineering assessments
- Provide consultant assistance to local communities for bridge engineering assessments
- Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depends upon conference costs which is based on location and travel constraints)
- Provide an effective, efficient software system for capturing local law enforcement crash data
- Provide an effective, efficient Web-based highway safety grants management system

STRATEGIES

1. Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance
2. Utilize statistics gathered from STARS to assist MoDOT's Traffic and Highway Safety Division and local communities in developing problem identification
3. Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
4. Provide training to assure state and local engineers are kept abreast of current technology
5. Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS
6. Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan
7. Continue to emphasize linkage capability within the traffic records data systems to generate merged records for analytic purposes.
8. Implement recommendations of the 2011 Traffic Records Assessment into the statewide strategic plan (as required in Section 405C implementing guidelines)
9. Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs
10. Promote use of the online law enforcement mobilization reporting system
11. Collaborate with the Missouri State Highway Patrol to assure that Missouri's traffic crash report form complies with 2008 revised MMUCC standards.
12. Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety Office, REJIS, and MoDOT's Information Technology division
13. Continue to procure enhanced broadband wireless services for Missouri State Highway Patrol cars through a wireless service provider, to allow for seamless, continuous, and complete transmissions of racial profiling data



Final Report

TR201418

Highway Safety Drivers Survey

Prepared for
Missouri Department of Transportation
Organizational Results

By

Lance Gentry

**May 12, 2014**

The opinions, findings, and conclusions expressed in this publication are those of the principal investigators and the Missouri Department of Transportation. They are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration. This report does not constitute a standard or regulation.

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16. Abstract Missouri drivers were surveyed to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving, and alcohol impaired driving. The results are presented for the entire state, and by district (stratified), and weighted proportionally to the region distribution in terms of geographic, gender, and age distributions. Results are also compared to that of previous years.			
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Executive Summary

Highway Safety Findings

This research project surveyed 2,513 adult Missouri drivers in April 2014 to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving, and alcohol impaired driving. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from all of Missouri's counties as well as the independent city of St. Louis. Residents from 671 different zip codes are represented. The typical market research survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

Seat Belt Findings

84.6% of Missouri drivers claimed to always use their seat belts, statistically identical to the results from the previous four years. In 2014 those least likely to wear seat belts were males, 50 years of age and older, whose primary vehicle was a pickup truck. Similar to previous findings, those who were the least likely to wear seat belts were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to previous years, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

A majority (57.0%) of the respondents prefer to keep Missouri's seat belt law a secondary law, slightly higher, but similar to the findings from recent years. Likewise, a slight majority (51.2%) preferred to leave the penalty for violating the law unchanged. All responses were statistically identical to those from the previous year. Out of the minority who favored increasing the fine, a plurality (35.6%) thought the fine should range from \$25 to \$49. The second largest group (23.4%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last four years out of the minority who wished to increase the fine.

The vast majority of the respondents (81.5%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last five years. Respondent opinion about the likelihood of receiving a ticket varied greatly, but a plurality (36.3%) thought people who did not wear their seat belt would only rarely get a ticket. 47.1% of the respondents thought people would be caught at least half of the time.

Speeding Findings

72.7% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years. 88.2% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant drop in the number of people who stated they never drove more than 75 mph.

In 2014, men between 40 to 49 years of age were more likely to speed than other groups on local roads with speed limits of 30 mph while men 30 to 39 were more likely to speed on faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph and this year reported being the most likely to speed on roads with speed limits of 70 miles per hour. In keeping with the findings since 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

The majority (71.5%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was virtually identical to the findings from last year. Over two-thirds (70.4%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. This was also similar to the findings from last year.

Cell phone Findings

87.5% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.1% of Missourians talk at least half of the time they drive. Just like last year, 98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

93.7% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 32.5% favored banning all cell phone use by drivers, while a majority (61.2%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. These results were similar to the findings from last year.

In 2014 men 65 and older were the least likely to talk on a cell phone while driving. As has been the case since this question was first asked, females between 30 to 39 were the most likely group to talk on a cell phone while driving with 22.3% of this segment stating they do so fifty percent of the time or more.

DUI Findings

90.7% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to the 2012 findings. 6.7% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 2.6% refused to answer the question.

Heartland Market Research concluded that approximately 9.3% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, and 12.7% in 2013). Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is identical to the findings from last year and less than previous years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

Those most likely to drive under the influence of alcohol were males of 65 years of age and older. Men were much more likely to drive after drinking than women. As was the case for the two previous years, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 18 to 29 (the female age range most likely to drink and drive). Drivers of motorcycles were more likely to drive under the influence than drivers of other vehicles followed by drivers of pickup trucks. Drivers of vans or minivans were the least likely to drive after drinking. Those who lived in highly urbanized areas were most likely to drive under the influence of alcohol compared to residents of other areas. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of DUI behavior similar to the results in 2013 and 2011.

Approximately half (50.6%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was similar to the findings of the previous years. The timing of this survey made these results intriguing. Before 2013, this survey has been conducted in the summer (typically in June). In 2013 the survey was conducted in March and in 2014 the survey was conducted in April. Results were quite consistent despite the variation in timing. 70.8% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the previous measurements.

Introduction

The Missouri Department of Transportation (MoDOT) desired to know more regarding attitudes and awareness concerning impaired driving, seat belt use, and speeding from Missouri adults. Following standard practice, MoDOT requested bids from qualified research organizations by posting a request for proposals on their public website. Heartland Market Research LLC was selected from this competitive process as having the best research proposal and was awarded the research contract. The research was conducted during April 2014 using a phone survey instrument.

Objective

The primary objective of this research project was to survey adult Missouri drivers to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding, cell phone use while driving, and alcohol impaired driving while minimizing the margin of error. The research was designed so that in addition to providing a statewide result, statistically useful information was also available at the district level. Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity.

Technical Approach

The survey questions were provided by MoDOT and were similar to the questions used in the 2010 and 2011 Highway Safety studies and identical to the questions asked in 2012 and 2013. In 2012 additional questions were added pertaining to cell phone and texting usage while driving and these were also employed in 2013 and 2014.

Starting on April 4 and ending on April 18, 2014, Quancor Virtual Sales and Marketing (QVSM) placed 112,921 calls in the State of Missouri. During this process, they reached 6,768 persons, of whom 2,513 completed the survey. The operators were instructed to mention MoDOT only if the respondent asked who had commissioned the survey. A copy of the operator script appears in Appendix B.

Special efforts were made to make the phone survey as representative as possible, especially in terms of the research objectives (geographic, gender, and age). People were surveyed from all of the 114 counties as well as the independent city of St. Louis. Residents from 671 different zip codes are represented. The typical phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the calling center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible within the constraints of the project.

The survey results were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. Information from 2010 Census was used for this purpose as this was the most recent complete information available. The weighted results from the three previous phone surveys are also shown for comparative purposes and this information was taken from the 2012 Highway Safety Driver Survey report. All years compared utilized the exact same weights from the 2010 Census.

Results and Discussion (Evaluation)

In surveying, it is usually not reasonable to survey everyone in the population of interest. Therefore, a portion of the population is surveyed and this portion is called the sample. Since the sample is usually much smaller than the population of interest, the mean of the population may vary from the mean of the sample. The expected error depends upon the size of the sample and the desired level of confidence. As the sample size increases, the margin of error decreases. The general formula for computing the margin of error at the 95% level of confidence is .98 divided by the square root of the sample size. The following table shows the margin of error for the most recent Highway Safety surveys.

Table 1: Survey Margin of Error

	2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Responses	3,010	1,207	2,616	2,510	2,513
Margin of Error	1.79%	2.82%	1.92%	1.96%	1.95%

Thus with an overall sample size of 2,513 we can be 95% certain that the sample mean is within 1.95% of the population mean. Thus if 17.70% of our sample is aware of any recent publicity concerning seat belt law enforcement, we can be 95% certain that between 15.75% and 19.65% of the adult driving population in Missouri would actually be aware of any recent publicity. These statistics assume honest answers by the respondents. Research has shown that people tend to answer surveys honestly unless the answer is perceived to have an appropriate answer. For example, most people believe that wearing seatbelts is the socially correct thing to do, so the answer to the seat belt question may be slightly inflated. Likewise, most people believe that driving under the influence of alcohol is socially incorrect, so the answers to these questions may be slightly deflated. In these cases, the most important factor is to look for statistically significant changes from year to year.

The results from the previous four surveys are provided along with this year's survey so that changes over time may also be reviewed. When comparing surveys, the margins of error are cumulative. Therefore, we can be 95% confident there has been a significant change in the attitudes of Missourian from 2013 to 2014 if the survey results differ by more than 3.91%.

The statewide results have been weighted proportionally to the actual population in terms of geographic, gender, and age distributions.

Readers should not use this research to draw conclusions about the behavior of those who primarily drove motorcycles. While the sample size is quite adequate for drivers of other vehicles, only six respondents stated that their primary vehicle was a motorcycle. This is to be expected in a survey that represents the general public given that only a small percentage of the US population ride motorcycles. Further, out of the entire population of motorcycle riders, many of them may have another vehicle they drive more often than their bike.

Seat Belt Usage

Depending upon their opinions, respondents answered five to six questions pertaining to their behavior and thoughts concerning seat belts.

Question 1: *How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?*

In 2014, 84.6% of Missouri drivers claimed to always use their seat belts, statistically identical to the results from the previous four years. This is higher than the 75% average observed seat belt use Pickrell and Ye (2008) documented for states with secondary enforcement laws. Similarly, between 2004 and 2009, MoDOT reported an observed seat belt use ranging from 75% and 77%.

Table 2: Statewide Seatbelt Usage

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?	Always	82.0%	84.1%	84.2%	82.7%	84.6%
	Most of the time	9.2%	7.7%	8.6%	9.6%	9.7%
	Half of the time	3.2%	3.4%	3.0%	2.9%	1.8%
	Rarely	2.4%	2.6%	1.9%	2.5%	1.7%
	Never	3.1%	2.1%	2.1%	2.1%	2.2%
	Refused	0.1%	0.1%	0.2%	0.2%	0.1%

In 2014 those least likely to wear seat belts were males, 50 years of age and older, whose primary vehicle was a pickup truck. Similar to previous findings, those who were the least likely to wear seat belts were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to previous years, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

In 2013 those least likely to wear seat belts were males, between the ages of 18 and 29, whose primary vehicle was a pickup truck or other type of truck. As was also the case last year, those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were the least likely to believe that people would receive a ticket if they did not wear their seat belt. Also similar to last year, those who lived in very rural areas were also less likely to always buckle up than those living in other communities.

In 2012 those least likely to wear seat belts were males, between the ages of 50 and 64, whose primary vehicle was a pickup truck or a motorcycle. In 2012 those who were the least likely to wear seat belts were the most likely to be aware of seat belt enforcement publicity, but were also the least likely to believe that people would receive a ticket if they did not wear their seat belt. This was a change from the findings from the previous two years. Those who lived in very rural areas were also less likely to buckle up than those living in other communities.

In 2011 the results were similar with one major difference. While those least likely to wear seat belts were still males between the ages of 30 and 64 who drive a pickup truck, those who drove some other type of truck wear their seat belts “always” or “most of the time”. In 2011, there was no correlation between seat belt usage and any publicity about law enforcement activities. While smaller than the 2010 impact, those with a higher expectation of receiving a ticket if they did not wear their seat belt were more likely to wear one.

In 2010 those least likely to wear seat belts were males, between the ages of 30 and 64, who drove some type of truck (e.g. either a pickup truck or “other type of truck”). There was no correlation between seat belt usage and any publicity about law enforcement activities; however, those more likely to think they would receive a ticket for not wearing a seat belt were more likely to comply with the law.

Question 2: *Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?*

A majority (57.0%) of the respondents prefer to keep Missouri's seat belt law a secondary law, slightly higher, but similar to the findings from recent years.

Table 3: Secondary vs. Primary Law

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Do you favor keeping Missouri's seat belt law as a "secondary law" - where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law" - where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?	Keep "secondary law"	54.7%	51.4%	51.0%	52.5%	57.0%
	Change to "primary law"	41.1%	38.5%	41.2%	36.7%	36.1%
	No Opinion/Refused	4.2%	10.0%	7.8%	10.8%	6.8%

Question 3: *Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?*

A slight majority (51.2%) preferred to leave the penalty for violating the law unchanged. All responses were statistically identical to those from the previous year.

Table 4: Statewide Support for Increasing Fine for Violating Seat Belt Law

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?	Yes	46.6%	45.8%	43.7%	44.3%	45.3%
	No	51.7%	50.1%	52.9%	51.9%	51.2%
	No Opinion / Refused	1.8%	4.1%	3.4%	3.8%	3.5%

Question 3b: *In your opinion, what should the fine associated with violating Missouri's seat belt law be?*

Question 3b was only asked of 1,076 respondents who supported an increase in the fine associated with not wearing a seatbelt (Question 3). Since the number of respondents for this question is smaller than for the other questions, the margin of error is slightly larger (3.0%).

Out of the minority who favored increasing the fine, a plurality (35.6%) thought the fine should range from \$25 to \$49. The second largest group (23.4%) thought the fine should range from \$50 to \$74. These were also the two largest groups the last four years out of the minority who wished to increase the fine.

Table 5: Respondent Input on Increasing Fine

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In your opinion, what should the fine associated with violating Missouri's seat belt law be?	Under \$25	14.1%	17.0%	14.5%	17.3%	15.7%
	\$25 to \$49	38.8%	31.0%	35.6%	36.5%	35.6%
	\$50 to \$74	25.9%	21.6%	24.5%	22.9%	23.4%
	\$75 to \$100	12.9%	16.1%	13.6%	12.2%	14.0%
	Over \$100	6.7%	11.8%	8.9%	8.7%	9.3%
	No Opinion/Refused	1.6%	2.5%	2.9%	2.4%	2.0%
	Margin of Error	2.7%	4.5%	3.0%	3.0%	3.0%

Question 4: *In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?*

The vast majority of the respondents (81.5%) were not aware of any publicity concerning seat belt law enforcement. This continues a downward trend in awareness for the last five years.

Table 6: Seat Belt Law Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 60 days, have you read, seen, or heard anything about seat belt law enforcement by police?	Yes	31.7%	29.0%	26.5%	20.9%	17.7%
	No	68.1%	70.3%	73.2%	78.7%	81.5%
	No Opinion / Refused	0.2%	0.7%	0.2%	0.4%	0.8%

Question 5: *What do you think the chances are of getting a ticket if you don't wear your safety belt?*

Opinions varied greatly on this issue, but a plurality (36.3%) thought people who did not wear their seat belt would only rarely get a ticket. 47.1% of the respondents thought people would be caught at least half of the time.

The number of people who thought someone would always get a ticket for not wearing a seatbelt was similar to the findings from the last two years.

Table 7: Perceived Chance of Obtaining Ticket for Violating Seat Belt Laws

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of getting a ticket if you don't wear your seat belt?	Always	12.4%	7.6%	12.9%	12.4%	10.6%
	Most of the time	16.2%	15.0%	15.1%	15.9%	15.9%
	Half of the time	21.4%	20.5%	19.7%	16.5%	20.5%
	Rarely	37.4%	40.8%	36.4%	35.2%	36.3%
	Never	10.0%	7.1%	8.5%	10.5%	10.0%
	No Opinion/Refused	2.6%	9.0%	7.4%	9.6%	6.7%

Speeding Issues

Missouri drivers answered four questions concerning speeding.

Question 6: *On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?*

72.7% of Missouri drivers stated they never or rarely drive more than 35 mph when the speed limit is 30 mph, similar to the findings from recent years.

Table 8: Speeding in 30 MPH Zones

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
On a local road with a speed limit of 30 mph, how often do you travel faster than 35 mph?	Always	4.3%	4.2%	4.2%	3.9%	3.3%
	Most of the time	9.8%	8.0%	9.5%	10.5%	10.8%
	Half of the time	13.0%	15.1%	14.9%	12.4%	12.7%
	Rarely	44.7%	43.8%	39.0%	39.5%	48.3%
	Never	27.7%	28.2%	31.2%	32.3%	24.4%
	Refused	0.5%	0.7%	1.3%	1.4%	0.5%

Question 7: *On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?*

88.2% of Missouri drivers stated they never or rarely drive more than 75 mph when the speed limit is 70 mph on local roads. There was a statistically significant drop in the number of people who stated they never drove more than 75 mph.

Table 9: Speeding in 70 MPH Zones

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2013 Phone Survey
On a local road with a speed limit of 70 mph, how often do you driver faster than 75 mph?	Always	2.6%	1.8%	2.2%	1.9%	1.3%
	Most of the time	3.5%	3.4%	4.0%	4.0%	3.7%
	Half of the time	7.2%	9.6%	8.5%	5.9%	6.5%
	Rarely	32.3%	38.0%	32.7%	31.2%	39.2%
	Never	54.2%	46.2%	51.7%	56.4%	48.9%
	Refused	0.2%	1.0%	0.9%	0.6%	0.3%

In 2014, men between 40 to 49 years of age were more likely to speed than other groups on local roads with speed limits of 30 mph while men 30 to 39 were more likely to speed on faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Also similar to last year, all segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph and this year reported being the most likely to speed on roads with speed limits of 70 miles per hour. In keeping with the findings since 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2013, women between 30 to 39 years of age were more likely to speed than other groups on both local roads with speed limits of 30 mph and faster roads with speed limits of 70 mph. Similar to last year, women 65 and older were the least likely to speed under both 30 and 70 mph limits. Motorcyclists continue to be the most prevalent speeders on roads with speed limits of 30 mph. As has been the case in the past, truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. There was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2012, people between 18 to 29 years of age and males 40 to 49 years of age were most likely to speed on local roads with a speed limit of 30 mph. On roads with speed limits of 70 mph, males between 18 to 49 and females between 30 to 39 were more likely to speed than other groups. Women 65 and older were the least likely to speed under both 30 and 70 mph limits. All segments were more likely to speed on local roads with a speed limit of 30 mph than on local roads with speed limits of 70 mph. Motorcyclists and drivers of other types of trucks (not pickups) were the outlying cases for speeding, but their behavior was the inverse of each other. Motorcyclists said they were the most likely to speed on local roads with speed limits of 30 mph, but the least like to speed on roads where the speed limit was 70 mph. Truck (non-pickup) drivers were the least likely to speed on roads with speed limits of 30 mph, but the most likely to speed on local roads with speed limits of 70 mph. As was the case in the last two years, there was no correlation between awareness of speed enforcement by police and speeding behavior nor between speeding and the respondent's perception of the chance of being caught.

In 2011 the results were similar but varied slightly. Those most likely to speed were anyone between 18 to 29, males 40 to 49, and females 65 and older. Those who stated they drove an "other type of truck" were more likely to speed than drivers of other vehicles followed by motorcyclists. Just like 2010, there was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

In 2010 those most likely to speed were either males between 18 to 29 years of age or females between 40 to 49 years of age. Motorcycle drivers were much more likely to speed than other drivers, followed by those who stated they drove an "other type of truck" (i.e., a truck that was neither a pickup truck, a SUV, nor a crossover). There was no correlation between speeding and any publicity about relevant law enforcement activities; nor was there any correlation between speeding and the respondent's perception of the chance of being caught.

Question 8: *In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*

The majority (71.5%) of Missouri drivers were unaware of any recent publicity regarding speed enforcement. This was virtually identical to the findings from last year.

Table 10: Speeding Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?	Yes	37.4%	31.4%	34.6%	28.0%	28.1%
	No	62.4%	67.9%	65.0%	71.6%	71.5%
	No Opinion / Refused	0.2%	0.7%	0.4%	0.4%	0.5%

Question 9: *What do you think the chances are of getting a ticket if you drive over the speed limit?*

Over two-thirds (70.4%) of Missouri drivers thought their chances of receiving a ticket if they speed were at least fifty percent. This was also similar to the findings from last year.

Table 11: Perceived Chance of Obtaining Ticket for Speeding

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	11.3%	8.5%	10.2%	9.9%	7.3%
	Most of the time	27.4%	26.4%	26.3%	27.3%	27.5%
	Half of the time	35.3%	32.8%	30.9%	31.4%	35.6%
	Rarely	21.4%	24.2%	26.3%	23.0%	25.1%
	Never	3.4%	4.5%	3.6%	4.3%	2.8%
	No Opinion/Refused	1.3%	3.5%	2.7%	4.1%	1.6%

Cell Phone Use While Driving

Respondents were asked three questions about cell phone use while driving. The first two questions were added in 2012.

Question 10: *How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?*

87.5% of Missouri drivers stated they rarely or never talk on a cell phone while driving. 12.1% of Missourians talk at least half of the time they drive.

Table 12: Frequency of Talking while Driving

		2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?	Always	1.0%	1.0%	0.7%
	Most of the Time	2.6%	3.5%	1.8%
	Half of the Time	9.8%	8.1%	9.7%
	Rarely	44.4%	39.0%	44.0%
	Never	41.8%	47.9%	43.5%
	No Opinion/Refused	0.3%	0.5%	0.5%

Question 11: *How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?*

Just like last year, 98.7% of Missouri drivers stated they rarely or never text on a cell phone while driving.

Table 13: Frequency of Texting while Driving

		2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?	Always	0.4%	0.0%	0.1%
	Most of the Time	0.4%	0.2%	0.1%
	Half of the Time	1.5%	0.8%	0.5%
	Rarely	11.0%	7.6%	9.6%
	Never	86.3%	91.2%	89.1%
	No Opinion/Refused	0.4%	0.3%	0.6%

Question 12: *Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?*

93.7% of Missouri drivers favored some type of restriction on how people could use cell phones while driving. 32.5% favored banning all cell phone use by drivers, while a majority (61.2%) wanted to ensure drivers could still use cell phones for talking while seeing the need for some restrictions. These results were similar to the findings from last year.

Table 14: Statewide Opinions Regarding Cell Phone Restrictions

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?	Full Restrictions - No Cellular Phone Use Allowed	39.3%	34.2%	34.0%	28.9%	32.5%
	Ban on Texting While Driving, Phone Use Allowed	24.7%	30.8%	22.8%	21.2%	18.8%
	Ban on Texting While Driving, Hands-Free Phone Device Allowed	20.1%	16.4%	16.8%	14.2%	19.1%
	Hands-Free Phone Device Use Only	12.8%	14.0%	19.7%	26.8%	23.2%
	No Restrictions	2.4%	3.6%	4.4%	5.6%	3.8%
	No Opinion / Refused	0.7%	1.0%	2.4%	3.1%	2.5%

In 2014 men 65 and older were the least likely to talk on a cell phone while driving. As has been the case since this question was first asked, females between 30 to 39 were the most likely group to talk on a cell phone while driving with 22.3% of this segment stating they do so fifty percent of the time or more.

In 2013 women 65 and older were the least likely to talk on a cell phone while driving. Females between 30 to 39 continue to be the most likely group to talk on a cell phone while driving with 24.3% of this segment stating they do so fifty percent of the time or more. This segment was also most likely to text while driving, but only 3.4% texted at least half the time they were driving.

In 2012 females between 30 to 39 years of age were much more likely to talk on a cell phone while driving than other groups with 27.8% of this segment stating that they do so at least half of the time they are driving. People between 18 to 29 were more likely to text while driving than other segments, but only about 4% of this segment texted at least half the time they were driving.

Alcohol Impaired Driving

Missouri drivers were asked three questions regarding alcohol impaired driving. When these questions were first asked in 2010, the researchers were concerned that people might not answer these questions honestly considering the legal and ethical implications of driving under the influence. However, the survey operators had the consistent impression that people were either answering these questions honestly or simply refused to answer the question. The same calling center has been used since the 2010 survey and the call center operators have had the identical impression every year they have conducted surveys.

Question 13: *In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?*

90.7% of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to the 2012 findings. 6.7% of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 2.6% refused to answer the question.

Researchers usually hesitate to draw conclusions from refusals, but after considering the implications for self-incrimination and the impressions of the survey operators, Heartland Market Research concluded that approximately 9.3% of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, and 12.7% in 2013).

Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is identical to the findings from last year and less than previous years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

Table 15: Statewide Drinking Behavior before Driving

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 60 days, how many times have you driven a vehicle within two (2) hours after drinking alcoholic beverages?	0	88.20%	81.30%	91.70%	87.30%	90.71%
	1	3.20%	4.60%	2.50%	2.20%	2.57%
	2	3.00%	1.80%	2.10%	2.60%	2.18%
	3	0.80%	1.10%	0.40%	0.70%	0.62%
	4	0.60%	2.20%	0.30%	0.60%	0.36%
	5	0.30%	0.40%	0.60%	0.40%	0.45%
	6	0.40%	0.00%	0.30%	0.10%	0.16%
	7	0.00%	0.00%	0.00%	0.10%	0.03%
	8	0.00%	0.10%	0.10%	0.20%	0.00%
	10	0.50%	0.40%	0.10%	0.20%	0.21%
	12	0.10%	0.00%	0.00%	0.10%	0.02%
	14	0.00%	0.00%	0.10%	0.00%	0.00%
	15	0.00%	0.30%	0.00%	0.00%	0.00%
	20	0.10%	0.00%	0.00%	0.00%	0.03%
	24	0.10%	0.00%	0.00%	0.00%	0.00%
	25	0.00%	0.00%	0.00%	0.10%	0.01%
	30	0.10%	0.40%	0.00%	0.00%	0.00%
	60	0.20%	0.10%	0.30%	0.10%	0.09%
	Refused	2.20%	7.30%	1.50%	5.50%	2.58%

In 2014 those most likely to drive under the influence of alcohol were males of 65 years of age and older. Men were much more likely to drive after drinking than women. As was the case for the two previous years, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 18 to 29 (the female age range most likely to drink and drive). Drivers of motorcycles were more likely to drive under the influence than drivers of other vehicles followed by drivers of pickup trucks. Drivers of vans or minivans were the least likely to drive after drinking. Those who lived in highly urbanized areas were most likely to drive under the influence of alcohol compared to residents of other areas. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of DUI behavior similar to the results in 2013 and 2011.

In 2013 those most likely to drive under the influence of alcohol were males 50 to 64 years of age and older. Men were much more likely to drive after drinking than women. As was the case in 2012, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drive and drive). Drivers of pickup trucks were more likely to drive under the influence than drivers of other vehicles followed by drivers of SUVs/crossovers. In a change from the previous year, drivers of other types of truck were the least likely to drive after drinking. While awareness of DUI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of driving under the influence.

In 2012 those most likely to drive under the influence of alcohol were males 40 years of age and older. Men were much more likely to drive after drinking than women. Men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drive and drive). Drivers of motorcycles, SUVs, and all types of trucks were more likely to drive under the influence than drivers of other vehicles. Neither awareness of DUI enforcement nor expectations of being ticketed was correlated with drinking and driving behavior.

In 2011 those most likely to drive under the influence of alcohol were again males between 50 to 64 years of age. Males 18 to 29 and females 30 to 39 were also more likely to drive under the influence than other segments. Similar to 2010, neither motorcyclists nor drivers of “other type of truck” stated they had consumed alcohol within two hours of driving, but this year some of the motorcyclists refused to answer the question. While awareness of DUI enforcement was not correlated with stated behavior, in 2011 the expectation of being ticketed reduced the likelihood of driving under the influence.

In 2010 those most likely to drive under the influence of alcohol were males between 50 to 64 years of age. Unlike other risky behavior measured in this survey, drivers of motorcycles and those who stated they drove an “other type of truck” were the least likely to drink before driving. According to the research, not a single motorcycle driver or “other” truck driver stated they had consumed alcohol within two hours of driving.

Question 14: *In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*

Approximately half (50.6%) of Missouri drivers were aware of recent publicity regarding DUI enforcement. This was similar to the findings of the previous years. The timing of this survey made these results intriguing. Before 2013, this survey has been conducted in the summer (typically in June). In 2013 the survey was conducted in March and in 2014 the survey was conducted in April. Results were quite consistent despite the variation in timing.

Table 16: DUI Enforcement Publicity Awareness

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	54.9%	48.4%	49.9%	52.0%	50.6%
	No	44.8%	50.6%	49.3%	47.1%	48.8%
	No Opinion / Refused	0.3%	1.0%	0.8%	0.9%	0.5%

Question 15: *What do you think the chances are of someone getting arrested if they drive after drinking?*

70.8% of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the previous measurements.

Table 17: Perceived Chance of Arrest after DUI

		2010 Phone Survey	2011 Phone Survey	2012 Phone Survey	2013 Phone Survey	2014 Phone Survey
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	16.6%	14.1%	16.9%	17.4%	13.0%
	Most of the time	21.5%	22.9%	21.9%	24.3%	23.4%
	Half of the time	34.2%	32.1%	32.5%	30.5%	34.4%
	Rarely	24.6%	27.4%	24.4%	23.0%	25.8%
	Never	1.2%	0.7%	1.7%	0.7%	0.8%
	No Opinion/Refused	2.0%	2.8%	2.7%	4.1%	2.6%

Principal Investigator and Project Members

Heartland Market Research LLC

Gentry, Lance	<p>Principal Investigator: The Principal Investigator (PI) had the primary responsibility for achieving the objectives of the project, while also ensuring the project complied with the financial, administrative, and legal constraints associated with the project contract. General responsibilities of the PI included the following:</p> <ul style="list-style-type: none"> • Complete the project as documented in the contract (e.g., weight and analyze results, write reports, manage subcontractor, etc.) or make changes to the plan as needed to ensure all work is completed in accordance with the research goals and objectives within the original proposal • Fulfill the project's financial plan as presented in the funded proposal or make changes to the plan as needed to ensure all work is completed within the original budget • Report project progress to MoDOT to ensure sponsor is kept aware of key activities and benchmarks • Keep records of all project related expenses
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Quancor Virtual Sales and Marketing

Korn, Marie	President and CEO: Responsible for overall operations of the company.
Korn, Steve	Vice-President of Sales: Responsible for ensuring how QVSM's telemarketing merges in with the rest of QVSM's clients' marketing efforts to achieve their sales and marketing goals.
Seuring, Michael	Client Relations Manager: Duties include contacting Heartland Market Research about any issues regarding this project. Helped develop caller scripts and was day-to-day contact regarding the progress of survey. Mike was also responsible for coordinating the work-flow of the QVSM programmer who built the agent screens from the scripts and ensured that QVSM's Operations staff had all the tools they need to complete all jobs and exceed the project goals.
Bitter, Tammy	Operations Manager: Responsible for the day-to-day operations for QVSM.
Doddy, Terry	Traffic Manager: Ensured survey calls were run at the best times to maximize their results. This included watching what days agents called, what times of day they run and which agents made the calls.
Ying, Darral	Quality Manager: Responsible for QVSM's Quality Assurance staff.

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Appendix A

Work Plan

Given the objectives of this project, Heartland proposed a phone survey of Missouri drivers. MoDOT notified Heartland that their proposal was the best of those submitted and that they should proceed on March 28, 2014. Heartland immediately notified Quancor Virtual Sales and Marketing (QVSM) that the project was underway.

Quancor Virtual Sales and Marketing immediately started programming the final version of the survey into their call center system. Next their callers and their management team were trained on the new scripts. Each caller was thoroughly tested on the scripts before they were permitted to make any live calls.

Quancor Virtual Sales and Marketing started surveying people on April 4, 2014. All survey answers were recorded and stored for 30 days in case MoDOT wanted to review any of the phone interviews. Quancor Virtual Sales and Marketing delivered 2,513 completed surveys to Heartland on April 18, 2014. Heartland organized the data and provided top line (unweighted) results to MoDOT on April 19, 2014. Heartland analyzed the data and wrote a draft report for MoDOT. In accordance with MoDOT guidelines, the report was written using their Research Report Template to ensure a consistent format with other technical reports.

Heartland provided MoDOT with an initial report on April 29, 2014. MoDOT reviewed the document and provide feedback on the report to Heartland on May 9. Heartland then delivered the final report to MoDOT on May 12.

Table 18: Timeline for 2014 Surveys

Schedule of Events	Completion
MoDOT awarded the contract to Heartland	March 28, 2014
QVSM programs survey into call center system and tests program	April 3, 2014
QVSM conducts regional stratified survey starting April 4, 2014	April 18, 2014
QVSM provides all data to Heartland	April 18, 2014
Heartland provides top line results to MoDOT	April 19, 2014
Heartland analyzes data and provides draft report to MoDOT	April 29, 2014
MoDOT provides Heartland with feedback on draft report	May 9, 2014
Heartland completes final report and provides to MoDOT	May 12, 2014

Appendix B

Survey Scripts

Phone Survey Script

Hello, this is (RepName) calling on behalf of Heartland Market Research. We are conducting a brief survey about transportation issues facing people in Missouri. We are not selling anything, this number was selected at random, and no personal information will be gathered. This means your answers will be completely anonymous – we are just interested in the overall opinion of Missouri drivers.

- a. Are you a licensed Missouri driver?
 - a. Yes
 - b. No [end interview]
- b. What is your age?
 - a. 18-29 years old
 - b. 30-39 years old
 - c. 40-49 years old
 - d. 50-64 years old
 - e. 65+ years old

[If the respondent is under 18 years old, ask respondent if anyone over the age of 18 is available, if not, end interview]
- c. Are you male or female?
 - a. Male
 - b. Female
- d. What is your ethnicity?
 - a. American Indian or Alaska Native
 - b. Asian
 - c. Black or African American
 - d. Hispanic or Latino
 - e. Native Hawaiian or Other Pacific Islander
 - f. White

[Respondent may select multiple categories]
- e. Is the vehicle you drive most often a:
 - a. Car
 - b. Van or Minivan
 - c. Motorcycle
 - d. Sport Utility Vehicle or Crossover
 - e. Pickup Truck
 - f. Other type of truck
- f. In what county do you currently live?
 - a. _____ county name
- g. What is your home zip code:
 - a. _____ zip code

- h. What is your household income?
 - a. Under \$30,000
 - b. \$30,000 – \$49,999
 - c. \$50,000 – \$69,999
 - d. \$70,000 or greater
 - e. I prefer not to answer [do not ask, only use if respondent volunteers this answer]
1. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
 2. Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over or ticketed if the officer clearly observes you are not wearing your seat belt?
 - a. Keep “secondary law”
 - b. Change to “primary law”
 3. Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?
 - a. Yes [Skip to Question 3b]
 - b. No [Skip to Question 4]
 - 3b. In your opinion, what should the fine associated with violating Missouri's seat belt law be?
 - a. Under \$25
 - b. \$25 - \$49
 - c. \$50 - \$74
 - d. \$75 - \$100
 - e. Over \$100
 4. In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
 - a. Yes
 - b. No

5. What do you think the chances are of getting a ticket if you don't wear your safety belt?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
6. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
7. On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
8. In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
 - a. Yes
 - b. No
9. What do you think the chances are of getting a ticket if you drive over the speed limit?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
10. How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

11. How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never
12. Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?
 - a. Full Restrictions – No Cellular Phone Use Allowed
 - b. Ban on Texting While Driving, Phone Use Allowed
 - c. Ban on Texting While Driving, Hands-Free Phone Device Allowed
 - d. Hands-Free Phone Device Use Only
 - e. No Restrictions
13. In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?
 - a. _____ (number) times
14. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?
 - a. Yes
 - b. No
15. What do you think the chances are of someone getting arrested if they drive after drinking?
 - a. Always
 - b. Most of the Time
 - c. Half of the Time
 - d. Rarely
 - e. Never

Thank you very much. Have a great day/night.

Appendix C

Additional Findings: Crosstabs of Interest

The survey results in the main report were weighted proportionally to the actual population in terms of geographic, gender, and age distributions. In this appendix, the results are presented by various variables of interest, such as by district and are unweighted.

The crosstabs that the researchers thought would be of most interest to MoDOT are presented in this appendix (all research questions by district and all research questions by category of residence). Heartland Market Research will gladly provide additional crosstabs upon request.

Research Questions by District

Since the sample size for each district is smaller than the overall survey, the respective margin of error is greater. Margins of error are cumulative, so in order for a change from 2013 to 2014 to be statistically significant, it must be greater than the sum of the district's margin of error for these years. For example, for the St. Louis District, any change from 2013 to 2014 must be greater than 10.4% (5.2% + 5.2%) in order to be 95% certain it is truly a change in opinion or behavior.

Table 19: Margin of Error by District

Location	2010	2011	2012	2013	2014
NW	4.5%	7.0%	5.2%	5.2%	5.2%
NE	5.0%	7.9%	5.2%	5.2%	5.2%
KC	5.4%	9.1%	5.1%	5.2%	5.2%
CD	4.9%	7.5%	5.1%	5.2%	5.2%
SL	5.7%	9.1%	5.0%	5.2%	5.2%
SW	4.2%	6.7%	5.0%	5.1%	5.2%
SE	4.1%	6.4%	5.0%	5.2%	5.1%
State	1.8%	2.8%	1.9%	2.0%	2.0%

Table 20: District by Question 1

Districts * How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? Crosstabulation^a

			How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?						Total
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	287	46	7	8	10	0	358
		% within Districts	80.2%	12.8%	2.0%	2.2%	2.8%	0.0%	100.0%
	NE	Count	274	64	9	5	7	0	359
		% within Districts	76.3%	17.8%	2.5%	1.4%	1.9%	0.0%	100.0%
	KC	Count	311	30	6	6	8	0	361
		% within Districts	86.1%	8.3%	1.7%	1.7%	2.2%	0.0%	100.0%
	CD	Count	285	43	9	8	8	1	354
		% within Districts	80.5%	12.1%	2.5%	2.3%	2.3%	0.3%	100.0%
	SL	Count	324	22	5	4	5	0	360
		% within Districts	90.0%	6.1%	1.4%	1.1%	1.4%	0.0%	100.0%
	SW	Count	292	45	2	7	8	1	355
		% within Districts	82.3%	12.7%	0.6%	2.0%	2.3%	0.3%	100.0%
	SE	Count	272	50	16	14	14	0	366
		% within Districts	74.3%	13.7%	4.4%	3.8%	3.8%	0.0%	100.0%
Total	Count		2045	300	54	52	60	2	2513
	% within Districts		81.4%	11.9%	2.1%	2.1%	2.4%	0.1%	100.0%

a. Year = 2014

Table 21: District by Question 2

Districts * Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over for the violation?^a

			Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled over for the violation? ^a			Total
			Keep "secondary law"	Change to "primary law"	No Opinion/Refused	
Districts	NW	Count	219	116	23	358
		% within Districts	61.2%	32.4%	6.4%	100.0%
	NE	Count	223	113	23	359
		% within Districts	62.1%	31.5%	6.4%	100.0%
	KC	Count	187	143	31	361
		% within Districts	51.8%	39.6%	8.6%	100.0%
	CD	Count	219	107	28	354
		% within Districts	61.9%	30.2%	7.9%	100.0%
	SL	Count	198	147	15	360
		% within Districts	55.0%	40.8%	4.2%	100.0%
	SW	Count	208	111	36	355
		% within Districts	58.6%	31.3%	10.1%	100.0%
	SE	Count	226	120	20	366
		% within Districts	61.7%	32.8%	5.5%	100.0%
Total	Count		1480	857	176	2513
	% within Districts		58.9%	34.1%	7.0%	100.0%

a. Year = 2014

Table 22: District by Question 3

Districts * Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? Crosstabulation^a

			Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?			Total
			Yes	No	No Opinion/Refused	
Districts	NW	Count	138	212	8	358
		% within Districts	38.5%	59.2%	2.2%	100.0%
	NE	Count	155	194	10	359
		% within Districts	43.2%	54.0%	2.8%	100.0%
	KC	Count	173	173	15	361
		% within Districts	47.9%	47.9%	4.2%	100.0%
	CD	Count	141	205	8	354
		% within Districts	39.8%	57.9%	2.3%	100.0%
	SL	Count	173	175	12	360
		% within Districts	48.1%	48.6%	3.3%	100.0%
	SW	Count	149	192	14	355
		% within Districts	42.0%	54.1%	3.9%	100.0%
	SE	Count	147	208	11	366
		% within Districts	40.2%	56.8%	3.0%	100.0%
Total	Count	1076	1359	78	2513	
	% within Districts	42.8%	54.1%	3.1%	100.0%	

a. Year = 2014

Table 23: District by Question 3b

Districts * In your opinion, what should the fine associated with violating Missouri's seat belt law be? Crosstabulation ^a									
			In your opinion, what should the fine associated with violating Missouri's seat belt law be?					Total	
			Under \$25	\$25 - \$49	\$50 - \$74	\$75 - \$100	Over \$100		No Opinion/Refused
Districts	NW	Count	41	47	23	16	9	2	138
		% within Districts	29.7%	34.1%	16.7%	11.6%	6.5%	1.4%	100.0%
	NE	Count	37	51	39	12	12	4	155
		% within Districts	23.9%	32.9%	25.2%	7.7%	7.7%	2.6%	100.0%
	KC	Count	25	59	45	21	21	2	173
		% within Districts	14.5%	34.1%	26.0%	12.1%	12.1%	1.2%	100.0%
	CD	Count	19	53	35	12	15	7	141
		% within Districts	13.5%	37.6%	24.8%	8.5%	10.6%	5.0%	100.0%
	SL	Count	22	59	41	33	16	2	173
		% within Districts	12.7%	34.1%	23.7%	19.1%	9.2%	1.2%	100.0%
	SW	Count	30	49	36	19	10	5	149
		% within Districts	20.1%	32.9%	24.2%	12.8%	6.7%	3.4%	100.0%
	SE	Count	26	60	30	18	11	2	147
		% within Districts	17.7%	40.8%	20.4%	12.2%	7.5%	1.4%	100.0%
	Total	Count	200	378	249	131	94	24	1076
		% within Districts	18.6%	35.1%	23.1%	12.2%	8.7%	2.2%	100.0%

a. Year = 2014

Table 24: District by Question 4

Districts * In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? Crosstabulation^a

			In the past 60 days, have you read, seen or heard anything about			Total
			seat belt law enforcement by police?			
			Yes	No	No Opinion/Refused	
Districts	NW	Count	76	280	2	358
		% within Districts	21.2%	78.2%	0.6%	100.0%
	NE	Count	64	294	1	359
		% within Districts	17.8%	81.9%	0.3%	100.0%
	KC	Count	71	288	2	361
		% within Districts	19.7%	79.8%	0.6%	100.0%
	CD	Count	83	269	2	354
		% within Districts	23.4%	76.0%	0.6%	100.0%
	SL	Count	50	308	2	360
		% within Districts	13.9%	85.6%	0.6%	100.0%
	SW	Count	63	286	6	355
		% within Districts	17.7%	80.6%	1.7%	100.0%
	SE	Count	70	294	2	366
		% within Districts	19.1%	80.3%	0.5%	100.0%
	Total	Count	477	2019	17	2513
		% within Districts	19.0%	80.3%	0.7%	100.0%

a. Year = 2014

Table 25: District by Question 5

Districts * What do you think the chances are of getting a ticket if you don't wear your safety belt? Crosstabulation ^a									
			What do you think the chances are of getting a ticket if you don't wear your safety belt?						Total
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	39	69	85	117	27	21	358
		% within Districts	10.9%	19.3%	23.7%	32.7%	7.5%	5.9%	100.0%
	NE	Count	51	70	78	108	24	28	359
		% within Districts	14.2%	19.5%	21.7%	30.1%	6.7%	7.8%	100.0%
	KC	Count	34	51	79	137	38	22	361
		% within Districts	9.4%	14.1%	21.9%	38.0%	10.5%	6.1%	100.0%
	CD	Count	56	60	68	118	26	26	354
		% within Districts	15.8%	16.9%	19.2%	33.3%	7.3%	7.3%	100.0%
	SL	Count	33	49	67	145	43	23	360
		% within Districts	9.2%	13.6%	18.6%	40.3%	11.9%	6.4%	100.0%
	SW	Count	36	62	79	118	31	29	355
		% within Districts	10.1%	17.5%	22.3%	33.2%	8.7%	8.2%	100.0%
	SE	Count	44	63	73	125	34	27	366
		% within Districts	12.0%	17.2%	19.9%	34.2%	9.3%	7.4%	100.0%
	Total	Count	293	424	529	868	223	176	2513
		% within Districts	11.7%	16.9%	21.1%	34.5%	8.9%	7.0%	100.0%

a. Year = 2014

Table 26: District by Question 6

Districts * On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? Crosstabulation^a

			On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?						Total
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	10	41	41	174	91	1	358
		% within Districts	2.8%	11.5%	11.5%	48.6%	25.4%	0.3%	100.0%
	NE	Count	14	37	40	172	91	5	359
		% within Districts	3.9%	10.3%	11.1%	47.9%	25.3%	1.4%	100.0%
	KC	Count	7	31	48	181	91	3	361
		% within Districts	1.9%	8.6%	13.3%	50.1%	25.2%	0.8%	100.0%
	CD	Count	13	30	44	172	95	0	354
		% within Districts	3.7%	8.5%	12.4%	48.6%	26.8%	0.0%	100.0%
	SL	Count	12	48	43	174	81	2	360
		% within Districts	3.3%	13.3%	11.9%	48.3%	22.5%	0.6%	100.0%
	SW	Count	14	38	55	149	98	1	355
		% within Districts	3.9%	10.7%	15.5%	42.0%	27.6%	0.3%	100.0%
	SE	Count	15	34	40	184	91	2	366
		% within Districts	4.1%	9.3%	10.9%	50.3%	24.9%	0.5%	100.0%
Total	Count		85	259	311	1206	638	14	2513
	% within Districts		3.4%	10.3%	12.4%	48.0%	25.4%	0.6%	100.0%

a. Year = 2014

Table 27: District by Question 7

Districts * On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? Crosstabulation ^a									
			On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?					Total	
			Always	Most of the time	Half of the time	Rarely	Never		No Opinion/Refused
Districts	NW	Count	3	16	19	137	183	0	358
		% within Districts	0.8%	4.5%	5.3%	38.3%	51.1%	0.0%	100.0%
	NE	Count	3	15	18	130	192	1	359
		% within Districts	0.8%	4.2%	5.0%	36.2%	53.5%	0.3%	100.0%
	KC	Count	4	12	24	161	157	3	361
		% within Districts	1.1%	3.3%	6.6%	44.6%	43.5%	0.8%	100.0%
	CD	Count	4	17	25	124	184	0	354
		% within Districts	1.1%	4.8%	7.1%	35.0%	52.0%	0.0%	100.0%
	SL	Count	4	11	20	145	180	0	360
		% within Districts	1.1%	3.1%	5.6%	40.3%	50.0%	0.0%	100.0%
	SW	Count	8	14	26	130	176	1	355
		% within Districts	2.3%	3.9%	7.3%	36.6%	49.6%	0.3%	100.0%
	SE	Count	5	14	25	116	204	2	366
		% within Districts	1.4%	3.8%	6.8%	31.7%	55.7%	0.5%	100.0%
Total	Count	31	99	157	943	1276	7	2513	
	% within Districts	1.2%	3.9%	6.2%	37.5%	50.8%	0.3%	100.0%	

a. Year = 2014

Table 28: District by Question 8Districts * In the past 30 days, have you read, seen or heard anything about speed enforcement by police? Crosstabulation^a

			In the past 30 days, have you read, seen or heard anything about speed enforcement by police?			Total
			Yes	No	No Opinion/Refused	
Districts	NW	Count	113	242	3	358
		% within Districts	31.6%	67.6%	0.8%	100.0%
	NE	Count	107	250	2	359
		% within Districts	29.8%	69.6%	0.6%	100.0%
	KC	Count	95	265	1	361
		% within Districts	26.3%	73.4%	0.3%	100.0%
	CD	Count	119	233	2	354
		% within Districts	33.6%	65.8%	0.6%	100.0%
	SL	Count	100	258	2	360
		% within Districts	27.8%	71.7%	0.6%	100.0%
	SW	Count	92	261	2	355
		% within Districts	25.9%	73.5%	0.6%	100.0%
	SE	Count	88	276	2	366
		% within Districts	24.0%	75.4%	0.5%	100.0%
	Total	Count	714	1785	14	2513
		% within Districts	28.4%	71.0%	0.6%	100.0%

a. Year = 2014

Table 29: District by Question 9

Districts * What do you think the chances are of getting a ticket if you drive over the speed limit? Crosstabulation^a

			What do you think the chances are of getting a ticket if you drive over the speed limit?						Total
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	30	99	105	95	14	15	358
		% within Districts	8.4%	27.7%	29.3%	26.5%	3.9%	4.2%	100.0%
	NE	Count	26	103	129	85	8	8	359
		% within Districts	7.2%	28.7%	35.9%	23.7%	2.2%	2.2%	100.0%
	KC	Count	20	108	124	97	8	4	361
		% within Districts	5.5%	29.9%	34.3%	26.9%	2.2%	1.1%	100.0%
	CD	Count	31	104	119	80	12	8	354
		% within Districts	8.8%	29.4%	33.6%	22.6%	3.4%	2.3%	100.0%
	SL	Count	27	76	136	107	11	3	360
		% within Districts	7.5%	21.1%	37.8%	29.7%	3.1%	0.8%	100.0%
	SW	Count	25	112	114	78	12	14	355
		% within Districts	7.0%	31.5%	32.1%	22.0%	3.4%	3.9%	100.0%
	SE	Count	32	101	127	85	13	8	366
		% within Districts	8.7%	27.6%	34.7%	23.2%	3.6%	2.2%	100.0%
	Total	Count	191	703	854	627	78	60	2513
		% within Districts	7.6%	28.0%	34.0%	25.0%	3.1%	2.4%	100.0%

a. Year = 2014

Table 30: District by Question 10**Districts * How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation^a**

			How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?						Total
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	1	7	30	169	149	2	358
		% within Districts	0.3%	2.0%	8.4%	47.2%	41.6%	0.6%	100.0%
	NE	Count	3	2	46	152	154	2	359
		% within Districts	0.8%	0.6%	12.8%	42.3%	42.9%	0.6%	100.0%
	KC	Count	3	5	37	157	157	2	361
		% within Districts	0.8%	1.4%	10.2%	43.5%	43.5%	0.6%	100.0%
	CD	Count	2	12	27	161	147	5	354
		% within Districts	0.6%	3.4%	7.6%	45.5%	41.5%	1.4%	100.0%
	SL	Count	3	5	28	157	165	2	360
		% within Districts	0.8%	1.4%	7.8%	43.6%	45.8%	0.6%	100.0%
	SW	Count	2	3	32	150	167	1	355
		% within Districts	0.6%	0.8%	9.0%	42.3%	47.0%	0.3%	100.0%
	SE	Count	1	7	30	145	182	1	366
		% within Districts	0.3%	1.9%	8.2%	39.6%	49.7%	0.3%	100.0%
Total	Count		15	41	230	1091	1121	15	2513
	% within Districts		0.6%	1.6%	9.2%	43.4%	44.6%	0.6%	100.0%

a. Year = 2014

Table 31: District by Question 11Districts * How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up? Crosstabulation^a

			How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?						Total
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	0	0	2	45	308	3	358
		% within Districts	0.0%	0.0%	0.6%	12.6%	86.0%	0.8%	100.0%
	NE	Count	0	0	2	33	320	4	359
		% within Districts	0.0%	0.0%	0.6%	9.2%	89.1%	1.1%	100.0%
	KC	Count	1	0	3	34	322	1	361
		% within Districts	0.3%	0.0%	0.8%	9.4%	89.2%	0.3%	100.0%
	CD	Count	1	0	1	32	313	7	354
		% within Districts	0.3%	0.0%	0.3%	9.0%	88.4%	2.0%	100.0%
	SL	Count	0	0	2	29	326	3	360
		% within Districts	0.0%	0.0%	0.6%	8.1%	90.6%	0.8%	100.0%
	SW	Count	0	1	1	25	325	3	355
		% within Districts	0.0%	0.3%	0.3%	7.0%	91.5%	0.8%	100.0%
	SE	Count	0	0	0	27	339	0	366
		% within Districts	0.0%	0.0%	0.0%	7.4%	92.6%	0.0%	100.0%
	Total	Count	2	1	11	225	2253	21	2513
		% within Districts	0.1%	0.0%	0.4%	9.0%	89.7%	0.8%	100.0%

a. Year = 2014

Table 32: District by Question 12

Districts * Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?

Crosstabulation^a

			Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?						Total
			Full Restrictions - No Cellular Phone Use Allowed	Ban on Texting While Driving, Phone Use Allowed	Ban on Texting While Driving, Hands-Free Phone Device Allowed	Hands-Free Phone Device Use Only	No Restrictions	No Opinion/Refused	
Districts	NW	Count	115	82	60	79	12	10	358
		% within Districts	32.1%	22.9%	16.8%	22.1%	3.4%	2.8%	100.0%
	NE	Count	99	84	64	82	18	12	359
		% within Districts	27.6%	23.4%	17.8%	22.8%	5.0%	3.3%	100.0%
	KC	Count	116	63	69	88	12	13	361
		% within Districts	32.1%	17.5%	19.1%	24.4%	3.3%	3.6%	100.0%
	CD	Count	101	83	69	84	8	9	354
		% within Districts	28.5%	23.4%	19.5%	23.7%	2.3%	2.5%	100.0%
	SL	Count	129	53	75	84	13	6	360
		% within Districts	35.8%	14.7%	20.8%	23.3%	3.6%	1.7%	100.0%
	SW	Count	122	71	66	71	17	8	355
		% within Districts	34.4%	20.0%	18.6%	20.0%	4.8%	2.3%	100.0%
	SE	Count	143	67	50	83	13	10	366
		% within Districts	39.1%	18.3%	13.7%	22.7%	3.6%	2.7%	100.0%
	Total	Count	825	503	453	571	93	68	2513
		% within Districts	32.8%	20.0%	18.0%	22.7%	3.7%	2.7%	100.0%

a. Year = 2014

Table 33: District by Question 13

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Districts Crosstabulation^a

			Districts							Total
			NW	NE	KC	CD	SL	SW	SE	
In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	0	Count	333	331	332	312	317	328	349	2,302
		%	14.5%	14.4%	14.4%	13.6%	13.8%	14.2%	15.2%	100.0%
	1	Count	3	5	9	10	13	8	4	52
		%	5.8%	9.6%	17.3%	19.2%	25.0%	15.4%	7.7%	100.0%
	2	Count	6	7	5	9	12	2	4	45
		%	13.3%	15.6%	11.1%	20.0%	26.7%	4.4%	8.9%	100.0%
	3	Count	1	2	1	3	3	3	2	15
		%	6.7%	13.3%	6.7%	20.0%	20.0%	20.0%	13.3%	100.0%
	4	Count	1	2	1	1	3	0	0	8
		%	12.5%	25.0%	12.5%	12.5%	37.5%	0.0%	0.0%	100.0%
	5	Count	0	0	2	1	3	1	0	7
		%	0.0%	0.0%	28.6%	14.3%	42.9%	14.3%	0.0%	100.0%
	6	Count	1	0	2	1	0	0	0	4
		%	25.0%	0.0%	50.0%	25.0%	0.0%	0.0%	0.0%	100.0%
	7	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	10	Count	0	1	0	1	2	0	0	4
		%	0.0%	25.0%	0.0%	25.0%	50.0%	0.0%	0.0%	100.0%
	12	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	20	Count	0	0	0	1	0	0	0	1
		%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
	25	Count	0	1	0	0	0	0	0	1
		%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
	60	Count	0	1	0	0	0	1	0	2
		%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	100.0%
	Refused	Count	13	9	9	13	7	12	7	70
		%	18.6%	12.9%	12.9%	18.6%	10.0%	17.1%	10.0%	100.0%
Total		Count	358	359	361	354	360	355	366	2,513
		%	14.2%	14.3%	14.4%	14.1%	14.3%	14.1%	14.6%	100.0%

a. Year = 2014

Table 34: District by Question 14

Districts * In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving)

enforcement by police? Crosstabulation^a

			In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?			Total
			Yes	No	No Opinion/Refused	
Districts	NW	Count	190	164	4	358
		% within Districts	53.1%	45.8%	1.1%	100.0%
	NE	Count	196	163	0	359
		% within Districts	54.6%	45.4%	0.0%	100.0%
	KC	Count	175	185	1	361
		% within Districts	48.5%	51.2%	0.3%	100.0%
	CD	Count	184	169	1	354
		% within Districts	52.0%	47.7%	0.3%	100.0%
	SL	Count	178	180	2	360
		% within Districts	49.4%	50.0%	0.6%	100.0%
	SW	Count	192	159	4	355
		% within Districts	54.1%	44.8%	1.1%	100.0%
	SE	Count	189	176	1	366
		% within Districts	51.6%	48.1%	0.3%	100.0%
	Total	Count	1304	1196	13	2513
		% within Districts	51.9%	47.6%	0.5%	100.0%

a. Year = 2014

Table 35: District by Question 15

Districts * What do you think the chances are of someone getting arrested if they drive after drinking? Crosstabulation ^a									
			What do you think the chances are of someone getting arrested if they drive after drinking?						Total
			Always	Most of the time	Half of the time	Rarely	Never	No Opinion/Refused	
Districts	NW	Count	50	77	123	90	4	14	358
		% within Districts	14.0%	21.5%	34.4%	25.1%	1.1%	3.9%	100.0%
	NE	Count	47	95	136	73	3	5	359
		% within Districts	13.1%	26.5%	37.9%	20.3%	0.8%	1.4%	100.0%
	KC	Count	41	79	128	103	5	5	361
		% within Districts	11.4%	21.9%	35.5%	28.5%	1.4%	1.4%	100.0%
	CD	Count	50	83	117	86	2	16	354
		% within Districts	14.1%	23.4%	33.1%	24.3%	0.6%	4.5%	100.0%
	SL	Count	34	79	123	112	4	8	360
		% within Districts	9.4%	21.9%	34.2%	31.1%	1.1%	2.2%	100.0%
	SW	Count	47	84	123	85	1	15	355
		% within Districts	13.2%	23.7%	34.6%	23.9%	0.3%	4.2%	100.0%
	SE	Count	62	94	113	84	1	12	366
		% within Districts	16.9%	25.7%	30.9%	23.0%	0.3%	3.3%	100.0%
	Total	Count	331	591	863	633	20	75	2513
		% within Districts	13.2%	23.5%	34.3%	25.2%	0.8%	3.0%	100.0%

a. Year = 2014

Research Questions by Rural/Urban

Differences between rural and urban communities often show themselves in various research projects. These differences in community are so common that the Nielsen Company has used the US Census data to develop four distinct categories of residence: Highly Urbanized, Relatively Urbanized, Relatively Rural, and Very Rural.

The highly urbanized responses come from the St. Louis area and a few counties adjacent to it. The relatively urbanized responses come from the Kansas City area and a few counties adjacent to it. The rest of the state falls in the categories of relatively rural or very rural. The following table may make this more apparent.

Table 36: District by Nielson Community Type

Districts * Nielsen Crosstabulation ^a							
			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Districts	NW	Count	0	20	40	298	358
		% within Districts	0.0%	5.6%	11.2%	83.2%	100.0%
	NE	Count	44	0	0	315	359
		% within Districts	12.3%	0.0%	0.0%	87.7%	100.0%
	KC	Count	0	243	0	118	361
		% within Districts	0.0%	67.3%	0.0%	32.7%	100.0%
	CD	Count	3	0	43	308	354
		% within Districts	0.8%	0.0%	12.1%	87.0%	100.0%
	SL	Count	360	0	0	0	360
		% within Districts	100.0%	0.0%	0.0%	0.0%	100.0%
	SW	Count	0	0	84	271	355
		% within Districts	0.0%	0.0%	23.7%	76.3%	100.0%
	SE	Count	0	0	15	351	366
		% within Districts	0.0%	0.0%	4.1%	95.9%	100.0%
	Total	Count	407	263	182	1661	2513
		% within Districts	16.2%	10.5%	7.2%	66.1%	100.0%

a. Year = 2014

It is important to note that some of Nielsen's classifications may not be intuitive for Missourians. For example, most people in Missouri would probably consider Springfield and Jefferson City to be relatively urbanized, but these areas are classified as relatively rural by Nielsen.

The percentages in these tables are by column (not by row as has been the case for most of the tables in this document). This allows readers to quickly see how people in each Nielsen Community answered the research questions.

Table 37: Nielson Community Type by Question 1

How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up? * Nielsen Crosstabulation ^a							
			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle, or pick up?	Always	Count	363	239	159	1284	2045
		% within Nielsen	89.2%	90.9%	87.4%	77.3%	81.4%
	Most of the time	Count	28	16	13	243	300
		% within Nielsen	6.9%	6.1%	7.1%	14.6%	11.9%
	Half of the time	Count	5	5	5	39	54
		% within Nielsen	1.2%	1.9%	2.7%	2.3%	2.1%
	Rarely	Count	4	1	3	44	52
		% within Nielsen	1.0%	0.4%	1.6%	2.6%	2.1%
	Never	Count	7	2	2	49	60
		% within Nielsen	1.7%	0.8%	1.1%	3.0%	2.4%
	No Opinion/Refused	Count	0	0	0	2	2
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.1%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 38: Nielson Community Type by Question 2

Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Do you favor keeping Missouri's seat belt law as a "secondary law"—where you can only be pulled over or ticketed if you are observed committing another violation; or do you favor changing Missouri's seat belt law to a "primary law"—where you can be pulled	Keep "secondary law"	Count	227	140	103	1010	1480
		% within Nielsen	55.8%	53.2%	56.6%	60.8%	58.9%
	Change to "primary law"	Count	162	101	66	528	857
		% within Nielsen	39.8%	38.4%	36.3%	31.8%	34.1%
	No Opinion/Refused	Count	18	22	13	123	176
		% within Nielsen	4.4%	8.4%	7.1%	7.4%	7.0%
Total		Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 39: Nielson Community Type by Question 3

Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Currently, the fine for violating Missouri's seat belt law is \$10. Would you support an increase in the fine associated with this violation?	Yes	Count	199	128	90	659	1076
		% within Nielsen	48.9%	48.7%	49.5%	39.7%	42.8%
	No	Count	196	130	84	949	1359
		% within Nielsen	48.2%	49.4%	46.2%	57.1%	54.1%
	No Opinion/Refused	Count	12	5	8	53	78
		% within Nielsen	2.9%	1.9%	4.4%	3.2%	3.1%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 40: Nielson Community Type by Question 3b

In your opinion, what should the fine associated with violating Missouri's seat belt law be? * Nielsen Crosstabulation ^a							
			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In your opinion, what should the fine associated with violating Missouri's seat belt law be?	Under \$25	Count	28	21	17	134	200
		% within Nielsen	14.1%	16.4%	18.9%	20.3%	18.6%
	\$25 - \$49	Count	69	45	31	233	378
		% within Nielsen	34.7%	35.2%	34.4%	35.4%	35.1%
	\$50 - \$74	Count	44	29	27	149	249
		% within Nielsen	22.1%	22.7%	30.0%	22.6%	23.1%
	\$75 - \$100	Count	37	17	9	68	131
		% within Nielsen	18.6%	13.3%	10.0%	10.3%	12.2%
	Over \$100	Count	18	15	5	56	94
		% within Nielsen	9.0%	11.7%	5.6%	8.5%	8.7%
	No Opinion/Refused	Count	3	1	1	19	24
		% within Nielsen	1.5%	0.8%	1.1%	2.9%	2.2%
	Total	Count	199	128	90	659	1076
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 41: Nielson Community Type by Question 4**In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? * Nielsen Crosstabulation^a**

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?	Yes	Count	60	46	31	340	477
		% within Nielsen	14.7%	17.5%	17.0%	20.5%	19.0%
	No	Count	345	216	150	1308	2019
		% within Nielsen	84.8%	82.1%	82.4%	78.7%	80.3%
	No Opinion/Refused	Count	2	1	1	13	17
		% within Nielsen	0.5%	0.4%	0.5%	0.8%	0.7%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 42: Nielson Community Type by Question 5What do you think the chances are of getting a ticket if you don't wear your safety belt? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of getting a ticket if you don't wear your safety belt?	Always	Count	38	22	16	217	293
		% within Nielsen	9.3%	8.4%	8.8%	13.1%	11.7%
	Most of the time	Count	60	39	24	301	424
		% within Nielsen	14.7%	14.8%	13.2%	18.1%	16.9%
	Half of the time	Count	72	51	32	374	529
		% within Nielsen	17.7%	19.4%	17.6%	22.5%	21.1%
	Rarely	Count	160	105	75	528	868
		% within Nielsen	39.3%	39.9%	41.2%	31.8%	34.5%
	Never	Count	50	32	23	118	223
		% within Nielsen	12.3%	12.2%	12.6%	7.1%	8.9%
	No Opinion/Refused	Count	27	14	12	123	176
		% within Nielsen	6.6%	5.3%	6.6%	7.4%	7.0%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 43: Nielson Community Type by Question 6On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?	Always	Count	14	4	5	62	85
		% within Nielsen	3.4%	1.5%	2.7%	3.7%	3.4%
	Most of the time	Count	51	24	13	171	259
		% within Nielsen	12.5%	9.1%	7.1%	10.3%	10.3%
	Half of the time	Count	45	38	29	199	311
		% within Nielsen	11.1%	14.4%	15.9%	12.0%	12.4%
	Rarely	Count	198	131	92	785	1206
		% within Nielsen	48.6%	49.8%	50.5%	47.3%	48.0%
	Never	Count	95	64	43	436	638
		% within Nielsen	23.3%	24.3%	23.6%	26.2%	25.4%
	No Opinion/Refused	Count	4	2	0	8	14
		% within Nielsen	1.0%	0.8%	0.0%	0.5%	0.6%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 44: Nielson Community Type by Question 7On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
On a local road with a speed limit of 70 mph, how often do you drive faster than 75 mph?	Always	Count	5	3	4	19	31
		% within Nielsen	1.2%	1.1%	2.2%	1.1%	1.2%
	Most of the time	Count	11	12	10	66	99
		% within Nielsen	2.7%	4.6%	5.5%	4.0%	3.9%
	Half of the time	Count	21	17	17	102	157
		% within Nielsen	5.2%	6.5%	9.3%	6.1%	6.2%
	Rarely	Count	158	126	69	590	943
		% within Nielsen	38.8%	47.9%	37.9%	35.5%	37.5%
	Never	Count	212	102	82	880	1276
		% within Nielsen	52.1%	38.8%	45.1%	53.0%	50.8%
	No Opinion/Refused	Count	0	3	0	4	7
		% within Nielsen	0.0%	1.1%	0.0%	0.2%	0.3%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 45: Nielson Community Type by Question 8In the past 30 days, have you read, seen or heard anything about speed enforcement by police? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?	Yes	Count	116	66	59	473	714
		% within Nielsen	28.5%	25.1%	32.4%	28.5%	28.4%
	No	Count	289	196	122	1178	1785
		% within Nielsen	71.0%	74.5%	67.0%	70.9%	71.0%
	No Opinion/Refused	Count	2	1	1	10	14
		% within Nielsen	0.5%	0.4%	0.5%	0.6%	0.6%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 46: Nielson Community Type by Question 9What do you think the chances are of getting a ticket if you drive over the speed limit? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	Count	32	14	8	137	191
		% within Nielsen	7.9%	5.3%	4.4%	8.2%	7.6%
	Most of the time	Count	90	72	45	496	703
		% within Nielsen	22.1%	27.4%	24.7%	29.9%	28.0%
	Half of the time	Count	150	88	59	557	854
		% within Nielsen	36.9%	33.5%	32.4%	33.5%	34.0%
	Rarely	Count	119	81	52	375	627
		% within Nielsen	29.2%	30.8%	28.6%	22.6%	25.0%
	Never	Count	13	5	11	49	78
		% within Nielsen	3.2%	1.9%	6.0%	3.0%	3.1%
	No Opinion/Refused	Count	3	3	7	47	60
		% within Nielsen	0.7%	1.1%	3.8%	2.8%	2.4%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 47: Nielson Community Type by Question 10How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you talk on a hand-held cellular phone while driving a car, van, sport utility vehicle, or pick-up?	Always	Count	3	1	0	11	15
		% within Nielsen	0.7%	0.4%	0.0%	0.7%	0.6%
	Most of the time	Count	5	4	2	30	41
		% within Nielsen	1.2%	1.5%	1.1%	1.8%	1.6%
	Half of the time	Count	32	26	17	155	230
		% within Nielsen	7.9%	9.9%	9.3%	9.3%	9.2%
	Rarely	Count	175	122	84	710	1091
		% within Nielsen	43.0%	46.4%	46.2%	42.7%	43.4%
	Never	Count	190	109	78	744	1121
		% within Nielsen	46.7%	41.4%	42.9%	44.8%	44.6%
	No Opinion/Refused	Count	2	1	1	11	15
		% within Nielsen	0.5%	0.4%	0.5%	0.7%	0.6%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 48: Nielson Community Type by Question 11How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
How often do you use a hand-held cellular phone for texting while driving a car, van, sport utility vehicle, or pick-up?	Always	Count	0	0	1	1	2
		% within Nielsen	0.0%	0.0%	0.5%	0.1%	0.1%
	Most of the time	Count	0	0	0	1	1
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%
	Half of the time	Count	2	2	1	6	11
		% within Nielsen	0.5%	0.8%	0.5%	0.4%	0.4%
	Rarely	Count	33	24	15	153	225
		% within Nielsen	8.1%	9.1%	8.2%	9.2%	9.0%
	Never	Count	368	237	163	1485	2253
		% within Nielsen	90.4%	90.1%	89.6%	89.4%	89.7%
	No Opinion/Refused	Count	4	0	2	15	21
		% within Nielsen	1.0%	0.0%	1.1%	0.9%	0.8%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 49: Nielson Community Type by Question 12

Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving? * Nielsen

Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
Many states have passed laws which restrict or ban cellular phone use, including texting, while driving. What level of restrictions would you support regarding cellular phone usage while driving?	Full Restrictions - No Cellular Phone	Count	145	80	52	548	825
	Use Allowed	% within Nielsen	35.6%	30.4%	28.6%	33.0%	32.8%
	Ban on Texting While Driving, Phone	Count	63	51	48	341	503
	Use Allowed	% within Nielsen	15.5%	19.4%	26.4%	20.5%	20.0%
	Ban on Texting While Driving, Hands-	Count	81	50	35	287	453
	Free Phone Device Allowed	% within Nielsen	19.9%	19.0%	19.2%	17.3%	18.0%
	Hands-Free Phone Device Use Only	Count	95	65	41	370	571
		% within Nielsen	23.3%	24.7%	22.5%	22.3%	22.7%
	No Restrictions	Count	17	10	3	63	93
		% within Nielsen	4.2%	3.8%	1.6%	3.8%	3.7%
	No Opinion/Refused	Count	6	7	3	52	68
		% within Nielsen	1.5%	2.7%	1.6%	3.1%	2.7%
Total		Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 50: Nielson Community Type by Question 13

In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages? * Nielsen Crosstabulation ^a							
			Nielsen				
	Times Driven		Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	Total
In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?	0	Count	359	244	169	1530	2,302
		% within Nielsen	88.2%	92.8%	92.9%	92.1%	91.6%
	1	Count	13	5	2	32	52
		% within Nielsen	3.2%	1.9%	1.1%	1.9%	2.1%
	2	Count	14	3	2	26	45
		% within Nielsen	3.4%	1.1%	1.1%	1.6%	1.8%
	3	Count	4	1	0	10	15
		% within Nielsen	1.0%	0.4%	0.0%	0.6%	0.6%
	4	Count	5	1	0	2	8
		% within Nielsen	1.2%	0.4%	0.0%	0.1%	0.3%
	5	Count	3	2	1	1	7
		% within Nielsen	0.7%	0.8%	0.5%	0.1%	0.3%
	6	Count	0	2	1	1	4
		% within Nielsen	0.0%	0.8%	0.5%	0.1%	0.2%
	7	Count	0	0	0	1	1
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%
	10	Count	2	0	1	1	4
		% within Nielsen	0.5%	0.0%	0.5%	0.1%	0.2%
	12	Count	0	0	0	1	1
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%
	20	Count	0	0	0	1	1
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%
	25	Count	0	0	0	1	1
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.0%
	60	Count	0	0	0	2	2
		% within Nielsen	0.0%	0.0%	0.0%	0.1%	0.1%
	Refused	Count	7	5	6	52	70
		% within Nielsen	1.7%	1.9%	3.3%	3.1%	2.8%
Total		Count	407	263	182	1661	2,513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 51: Nielson Community Type by Question 14In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? * Nielsen Crosstabulation^a

			Nielsen				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	Yes	Count	204	131	111	858	1304
		% within Nielsen	50.1%	49.8%	61.0%	51.7%	51.9%
	No	Count	201	131	71	793	1196
		% within Nielsen	49.4%	49.8%	39.0%	47.7%	47.6%
	No Opinion/Refused	Count	2	1	0	10	13
		% within Nielsen	0.5%	0.4%	0.0%	0.6%	0.5%
	Total	Count	407	263	182	1661	2513
		% within Nielsen	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Table 52: Nielson Community Type by Question 15**What do you think the chances are of someone getting arrested if they drive after drinking? * Nielson Crosstabulation^a**

			Nielson				Total
			Highly Urbanized	Relatively Urbanized	Relatively Rural	Very Rural	
What do you think the chances are of someone getting arrested if they drive after drinking?	Always	Count	38	28	23	242	331
		% within Nielson	9.3%	10.6%	12.6%	14.6%	13.2%
	Most of the time	Count	91	55	35	410	591
		% within Nielson	22.4%	20.9%	19.2%	24.7%	23.5%
	Half of the time	Count	146	94	64	559	863
		% within Nielson	35.9%	35.7%	35.2%	33.7%	34.3%
	Rarely	Count	120	77	54	382	633
		% within Nielson	29.5%	29.3%	29.7%	23.0%	25.2%
	Never	Count	4	4	1	11	20
		% within Nielson	1.0%	1.5%	0.5%	0.7%	0.8%
	No Opinion/Refused	Count	8	5	5	57	75
		% within Nielson	2.0%	1.9%	2.7%	3.4%	3.0%
	Total	Count	407	263	182	1661	2513
		% within Nielson	100.0%	100.0%	100.0%	100.0%	100.0%

a. Year = 2014

Appendix D

2013 Demographics

Table 53: Question a

Are you a licensed Missouri driver? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Yes	2513	100.0	100.0	100.0

a. Year = 2014

Table 54: Question b

What is your age? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 18 to 29	350	13.9	13.9	13.9
Valid 30 to 39	350	13.9	13.9	27.9
Valid 40 to 49	498	19.8	19.8	47.7
Valid 50 to 64	627	25.0	25.0	72.6
Valid 65 and up	688	27.4	27.4	100.0
Valid Total	2513	100.0	100.0	

a. Year = 2014

Table 55: Question c

Gender ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Female	1286	51.2	51.2	51.2
Valid Male	1227	48.8	48.8	100.0
Valid Total	2513	100.0	100.0	

a. Year = 2014

Table 56: Question d

What is your ethnicity? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	American Indian or Alaska Native	53	2.1	2.1
	American Indian or Alaska Native and White	15	.6	2.7
	American Indian or Alaska Native and Asian	1	.0	2.7
	American Indian or Alaska Native and Hispanic or Latino	1	.0	2.8
	American Indian or Alaska Native and Hispanic or Latino and White	1	.0	2.8
	American Indian or Alaska Native and Native Hawaiian or Other Pacific Islander and White	1	.0	2.9
	Asian	4	.2	3.0
	Asian and White	1	.0	3.1
	Black or African American	44	1.8	4.8
	Black or African American and White	3	.1	4.9
	Hispanic or Latino	34	1.4	6.3
	Hispanic or Latino and White	4	.2	6.4
	Native Hawaiian or Other Pacific Islander	2	.1	6.5
	Refused	69	2.7	9.3
	White	2280	90.7	100.0
	Total	2513	100.0	

a. Year = 2014

Table 57: Question e

Is the car you drive most often a: ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Car	1011	40.2	40.2	40.2
Van or Minivan	312	12.4	12.4	52.6
Motorcycle	6	.2	.2	52.9
Sport Utility Vehicle or Crossover	484	19.3	19.3	72.1
Pickup Truck	585	23.3	23.3	95.4
Other type of truck	103	4.1	4.1	99.5
No Opinion/Refused	12	.5	.5	100.0
Total	2513	100.0	100.0	

a. Year = 2014

Table 58: Question f

In what county do you currently live? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Valid ADAIR	23	.9	.9	.9
ANDREW	18	.7	.7	1.6
ATCHISON	17	.7	.7	2.3
AUDRAIN	21	.8	.8	3.1
BARRY	17	.7	.7	3.8
BARTON	18	.7	.7	4.5
BATES	17	.7	.7	5.2
BENTON	18	.7	.7	5.9
BOLLINGER	14	.6	.6	6.5
BOONE	20	.8	.8	7.3
BUCHANAN	22	.9	.9	8.2
BUTLER	14	.6	.6	8.7
CALDWELL	17	.7	.7	9.4
CALLAWAY	20	.8	.8	10.2
CAMDEN	21	.8	.8	11.0
CAPE GIRARDEAU	14	.6	.6	11.6
CARROLL	18	.7	.7	12.3

In what county do you currently live? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
CARTER	14	.6	.6	12.9
CASS	39	1.6	1.6	14.4
CEDAR	16	.6	.6	15.0
CHARITON	17	.7	.7	15.7
CHRISTIAN	17	.7	.7	16.4
CLARK	20	.8	.8	17.2
CLAY	40	1.6	1.6	18.8
CLINTON	18	.7	.7	19.5
COLE	22	.9	.9	20.4
COOPER	20	.8	.8	21.2
CRAWFORD	20	.8	.8	22.0
DADE	17	.7	.7	22.6
DALLAS	16	.6	.6	23.3
DAVIESS	20	.8	.8	24.1
DEKALB	18	.7	.7	24.8
DENT	19	.8	.8	25.5
DOUGLAS	14	.6	.6	26.1
DUNKLIN	14	.6	.6	26.7
FRANKLIN	71	2.8	2.8	29.5
GASCONADE	19	.8	.8	30.2
GENTRY	18	.7	.7	31.0
GREENE	17	.7	.7	31.6
GRUNDY	17	.7	.7	32.3
HARRISON	17	.7	.7	33.0
HENRY	17	.7	.7	33.7
HICKORY	16	.6	.6	34.3
HOLT	17	.7	.7	35.0
HOWARD	19	.8	.8	35.7
HOWELL	14	.6	.6	36.3
IRON	15	.6	.6	36.9
JACKSON	40	1.6	1.6	38.5
JASPER	17	.7	.7	39.2
JEFFERSON	73	2.9	2.9	42.1

In what county do you currently live? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
JOHNSON	39	1.6	1.6	43.6
KNOX	21	.8	.8	44.4
LACLEDE	19	.8	.8	45.2
LAFAYETTE	40	1.6	1.6	46.8
LAWRENCE	17	.7	.7	47.5
LEWIS	22	.9	.9	48.3
LINCOLN	22	.9	.9	49.2
LINN	18	.7	.7	49.9
LIVINGSTON	18	.7	.7	50.7
MACON	23	.9	.9	51.6
MADISON	14	.6	.6	52.1
MARIES	19	.8	.8	52.9
MARION	21	.8	.8	53.7
MCDONALD	16	.6	.6	54.4
MERCER	20	.8	.8	55.2
MILLER	19	.8	.8	55.9
MISSISSIPPI	14	.6	.6	56.5
MONITEAU	20	.8	.8	57.3
MONROE	20	.8	.8	58.1
MONTGOMERY	22	.9	.9	58.9
MORGAN	19	.8	.8	59.7
NEW MADRID	15	.6	.6	60.3
NEWTON	17	.7	.7	61.0
NODAWAY	17	.7	.7	61.6
OREGON	14	.6	.6	62.2
OSAGE	19	.8	.8	63.0
OZARK	16	.6	.6	63.6
PEMISCOT	16	.6	.6	64.2
PERRY	15	.6	.6	64.8
PETTIS	40	1.6	1.6	66.4
PHELPS	20	.8	.8	67.2
PIKE	21	.8	.8	68.0
PLATTE	41	1.6	1.6	69.7

In what county do you currently live? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
POLK	16	.6	.6	70.3
PULASKI	19	.8	.8	71.1
PUTNAM	17	.7	.7	71.7
RALLS	20	.8	.8	72.5
RANDOLPH	21	.8	.8	73.4
RAY	43	1.7	1.7	75.1
REYNOLDS	17	.7	.7	75.8
RIPLEY	16	.6	.6	76.4
SAINT CHARLES	71	2.8	2.8	79.2
SAINT CLAIR	17	.7	.7	79.9
SAINT FRANCOIS	14	.6	.6	80.5
SAINT LOUIS	73	2.9	2.9	83.4
SAINT LOUIS CITY	72	2.9	2.9	86.2
SAINTE GENEVIEVE	18	.7	.7	86.9
SALINE	39	1.6	1.6	88.5
SCHUYLER	20	.8	.8	89.3
SCOTLAND	20	.8	.8	90.1
SCOTT	14	.6	.6	90.6
SHANNON	13	.5	.5	91.2
SHELBY	20	.8	.8	92.0
STODDARD	14	.6	.6	92.5
STONE	18	.7	.7	93.2
SULLIVAN	17	.7	.7	93.9
TANEY	17	.7	.7	94.6
TEXAS	14	.6	.6	95.1
VERNON	17	.7	.7	95.8
WARREN	22	.9	.9	96.7
WASHINGTON	20	.8	.8	97.5
WAYNE	14	.6	.6	98.1
WEBSTER	17	.7	.7	98.7
WORTH	17	.7	.7	99.4
WRIGHT	15	.6	.6	100.0
Total	2513	100.0	100.0	

a. Year = 2014

Table 59: Question g

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63005	2	.1	.1	.1
63010	9	.4	.4	.4
63011	2	.1	.1	.5
63012	4	.2	.2	.7
63013	2	.1	.1	.8
63014	2	.1	.1	.8
63016	2	.1	.1	.9
63017	1	.0	.0	1.0
63020	6	.2	.2	1.2
63021	7	.3	.3	1.5
63023	1	.0	.0	1.5
63025	2	.1	.1	1.6
63026	9	.4	.4	1.9
63028	9	.4	.4	2.3
63031	2	.1	.1	2.4
63033	4	.2	.2	2.5
63034	1	.0	.0	2.6
63036	1	.0	.0	2.6
63037	5	.2	.2	2.8
63038	2	.1	.1	2.9
63039	1	.0	.0	2.9
63042	1	.0	.0	3.0
63043	1	.0	.0	3.0
63049	4	.2	.2	3.2
63050	9	.4	.4	3.5
63051	5	.2	.2	3.7
63052	15	.6	.6	4.3
63055	1	.0	.0	4.4
63060	4	.2	.2	4.5
63061	1	.0	.0	4.6
63068	9	.4	.4	4.9
63069	2	.1	.1	5.0

Valid

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63070	1	.0	.0	5.1
63071	1	.0	.0	5.1
63072	1	.0	.0	5.1
63074	2	.1	.1	5.2
63077	8	.3	.3	5.5
63080	9	.4	.4	5.9
63084	8	.3	.3	6.2
63087	1	.0	.0	6.2
63088	2	.1	.1	6.3
63089	3	.1	.1	6.4
63090	18	.7	.7	7.2
63104	7	.3	.3	7.4
63106	1	.0	.0	7.5
63107	3	.1	.1	7.6
63109	17	.7	.7	8.3
63110	3	.1	.1	8.4
63111	3	.1	.1	8.5
63113	1	.0	.0	8.6
63114	1	.0	.0	8.6
63116	16	.6	.6	9.2
63117	2	.1	.1	9.3
63118	6	.2	.2	9.6
63119	2	.1	.1	9.6
63120	1	.0	.0	9.7
63121	2	.1	.1	9.7
63122	3	.1	.1	9.9
63123	8	.3	.3	10.2
63125	1	.0	.0	10.2
63126	3	.1	.1	10.3
63128	2	.1	.1	10.4
63129	7	.3	.3	10.7
63130	1	.0	.0	10.7
63131	4	.2	.2	10.9

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63132	1	.0	.0	10.9
63134	1	.0	.0	11.0
63136	5	.2	.2	11.2
63137	1	.0	.0	11.2
63139	6	.2	.2	11.5
63141	1	.0	.0	11.5
63143	1	.0	.0	11.5
63144	1	.0	.0	11.6
63146	1	.0	.0	11.6
63147	3	.1	.1	11.7
63301	6	.2	.2	12.0
63303	10	.4	.4	12.4
63304	8	.3	.3	12.7
63332	1	.0	.0	12.7
63333	2	.1	.1	12.8
63334	6	.2	.2	13.1
63336	1	.0	.0	13.1
63339	1	.0	.0	13.1
63341	3	.1	.1	13.3
63343	3	.1	.1	13.4
63344	3	.1	.1	13.5
63345	1	.0	.0	13.5
63347	1	.0	.0	13.6
63348	3	.1	.1	13.7
63350	1	.0	.0	13.7
63351	1	.0	.0	13.8
63352	1	.0	.0	13.8
63353	6	.2	.2	14.0
63357	3	.1	.1	14.2
63359	3	.1	.1	14.3
63361	9	.4	.4	14.6
63362	4	.2	.2	14.8
63363	4	.2	.2	15.0

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63366	12	.5	.5	15.4
63367	3	.1	.1	15.6
63368	3	.1	.1	15.7
63369	2	.1	.1	15.8
63376	16	.6	.6	16.4
63377	2	.1	.1	16.5
63379	7	.3	.3	16.8
63382	7	.3	.3	17.0
63383	13	.5	.5	17.5
63384	5	.2	.2	17.7
63385	8	.3	.3	18.1
63389	3	.1	.1	18.2
63390	3	.1	.1	18.3
63401	12	.5	.5	18.8
63432	3	.1	.1	18.9
63434	5	.2	.2	19.1
63435	3	.1	.1	19.2
63436	2	.1	.1	19.3
63437	1	.0	.0	19.3
63438	3	.1	.1	19.5
63439	2	.1	.1	19.5
63440	4	.2	.2	19.7
63441	1	.0	.0	19.7
63443	1	.0	.0	19.8
63445	11	.4	.4	20.2
63446	1	.0	.0	20.3
63448	7	.3	.3	20.5
63451	3	.1	.1	20.7
63452	1	.0	.0	20.7
63453	2	.1	.1	20.8
63454	6	.2	.2	21.0
63456	6	.2	.2	21.2
63457	2	.1	.1	21.3

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63458	2	.1	.1	21.4
63459	8	.3	.3	21.7
63460	2	.1	.1	21.8
63461	7	.3	.3	22.1
63462	2	.1	.1	22.2
63463	1	.0	.0	22.2
63466	1	.0	.0	22.2
63468	4	.2	.2	22.4
63469	6	.2	.2	22.6
63473	1	.0	.0	22.7
63474	5	.2	.2	22.9
63501	15	.6	.6	23.5
63530	2	.1	.1	23.6
63531	4	.2	.2	23.7
63532	1	.0	.0	23.8
63533	2	.1	.1	23.8
63536	5	.2	.2	24.0
63537	11	.4	.4	24.5
63538	2	.1	.1	24.6
63541	1	.0	.0	24.6
63543	2	.1	.1	24.7
63544	2	.1	.1	24.8
63545	1	.0	.0	24.8
63546	4	.2	.2	25.0
63548	11	.4	.4	25.4
63549	5	.2	.2	25.6
63551	1	.0	.0	25.6
63552	11	.4	.4	26.1
63555	11	.4	.4	26.5
63556	8	.3	.3	26.8
63558	1	.0	.0	26.9
63559	5	.2	.2	27.1
63560	1	.0	.0	27.1

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63563	5	.2	.2	27.3
63565	11	.4	.4	27.7
63566	4	.2	.2	27.9
63567	1	.0	.0	27.9
63601	1	.0	.0	28.0
63620	3	.1	.1	28.1
63621	2	.1	.1	28.2
63622	1	.0	.0	28.2
63623	1	.0	.0	28.3
63624	3	.1	.1	28.4
63625	1	.0	.0	28.4
63626	1	.0	.0	28.5
63628	3	.1	.1	28.6
63629	4	.2	.2	28.7
63630	2	.1	.1	28.8
63631	2	.1	.1	28.9
63636	1	.0	.0	28.9
63638	8	.3	.3	29.2
63640	5	.2	.2	29.4
63645	11	.4	.4	29.9
63648	1	.0	.0	29.9
63650	3	.1	.1	30.0
63653	1	.0	.0	30.1
63654	1	.0	.0	30.1
63655	1	.0	.0	30.2
63656	2	.1	.1	30.2
63660	3	.1	.1	30.4
63662	2	.1	.1	30.4
63664	7	.3	.3	30.7
63670	15	.6	.6	31.3
63673	4	.2	.2	31.5
63701	8	.3	.3	31.8
63703	3	.1	.1	31.9

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63730	2	.1	.1	32.0
63735	1	.0	.0	32.0
63736	2	.1	.1	32.1
63739	1	.0	.0	32.2
63740	4	.2	.2	32.3
63751	2	.1	.1	32.4
63755	2	.1	.1	32.5
63764	7	.3	.3	32.7
63766	1	.0	.0	32.8
63774	1	.0	.0	32.8
63775	14	.6	.6	33.4
63780	2	.1	.1	33.5
63781	2	.1	.1	33.5
63801	6	.2	.2	33.8
63822	2	.1	.1	33.9
63827	1	.0	.0	33.9
63829	2	.1	.1	34.0
63830	5	.2	.2	34.2
63834	7	.3	.3	34.5
63841	6	.2	.2	34.7
63845	6	.2	.2	34.9
63846	2	.1	.1	35.0
63848	1	.0	.0	35.1
63851	3	.1	.1	35.2
63855	1	.0	.0	35.2
63857	5	.2	.2	35.4
63863	3	.1	.1	35.5
63869	5	.2	.2	35.7
63870	1	.0	.0	35.8
63873	6	.2	.2	36.0
63877	6	.2	.2	36.3
63878	1	.0	.0	36.3
63879	1	.0	.0	36.3

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
63882	1	.0	.0	36.4
63901	10	.4	.4	36.8
63933	3	.1	.1	36.9
63935	11	.4	.4	37.3
63937	3	.1	.1	37.4
63939	2	.1	.1	37.5
63940	1	.0	.0	37.6
63943	2	.1	.1	37.6
63944	1	.0	.0	37.7
63945	1	.0	.0	37.7
63952	1	.0	.0	37.8
63953	3	.1	.1	37.9
63954	2	.1	.1	38.0
63956	1	.0	.0	38.0
63957	13	.5	.5	38.5
63960	1	.0	.0	38.6
63965	10	.4	.4	39.0
64001	1	.0	.0	39.0
64011	3	.1	.1	39.1
64012	15	.6	.6	39.7
64014	2	.1	.1	39.8
64015	1	.0	.0	39.8
64018	2	.1	.1	39.9
64019	1	.0	.0	40.0
64020	9	.4	.4	40.3
64024	12	.5	.5	40.8
64029	2	.1	.1	40.9
64030	1	.0	.0	40.9
64035	4	.2	.2	41.1
64037	6	.2	.2	41.3
64040	6	.2	.2	41.5
64048	1	.0	.0	41.6
64050	3	.1	.1	41.7

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64052	3	.1	.1	41.8
64055	4	.2	.2	42.0
64057	1	.0	.0	42.0
64060	2	.1	.1	42.1
64061	4	.2	.2	42.3
64062	9	.4	.4	42.6
64063	1	.0	.0	42.7
64064	1	.0	.0	42.7
64067	7	.3	.3	43.0
64068	6	.2	.2	43.2
64071	1	.0	.0	43.3
64076	12	.5	.5	43.7
64078	2	.1	.1	43.8
64079	5	.2	.2	44.0
64080	5	.2	.2	44.2
64081	4	.2	.2	44.4
64082	2	.1	.1	44.4
64083	6	.2	.2	44.7
64084	3	.1	.1	44.8
64085	15	.6	.6	45.4
64086	3	.1	.1	45.5
64089	5	.2	.2	45.7
64093	15	.6	.6	46.3
64097	2	.1	.1	46.4
64108	2	.1	.1	46.5
64110	2	.1	.1	46.6
64113	1	.0	.0	46.6
64114	1	.0	.0	46.6
64116	1	.0	.0	46.7
64117	1	.0	.0	46.7
64118	8	.3	.3	47.0
64119	5	.2	.2	47.2
64123	1	.0	.0	47.3

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64126	1	.0	.0	47.3
64128	1	.0	.0	47.4
64130	1	.0	.0	47.4
64133	1	.0	.0	47.4
64137	1	.0	.0	47.5
64138	1	.0	.0	47.5
64151	9	.4	.4	47.9
64152	17	.7	.7	48.5
64153	3	.1	.1	48.7
64155	2	.1	.1	48.7
64157	4	.2	.2	48.9
64158	2	.1	.1	49.0
64163	2	.1	.1	49.1
64401	1	.0	.0	49.1
64402	5	.2	.2	49.3
64422	2	.1	.1	49.4
64424	8	.3	.3	49.7
64427	2	.1	.1	49.8
64428	1	.0	.0	49.8
64429	14	.6	.6	50.4
64430	1	.0	.0	50.4
64433	1	.0	.0	50.5
64434	1	.0	.0	50.5
64437	1	.0	.0	50.5
64439	2	.1	.1	50.6
64441	1	.0	.0	50.7
64442	4	.2	.2	50.8
64444	2	.1	.1	50.9
64446	3	.1	.1	51.0
64448	1	.0	.0	51.1
64451	2	.1	.1	51.1
64453	2	.1	.1	51.2
64454	3	.1	.1	51.3

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64456	7	.3	.3	51.6
64457	1	.0	.0	51.7
64463	2	.1	.1	51.7
64465	4	.2	.2	51.9
64466	2	.1	.1	52.0
64468	12	.5	.5	52.4
64469	2	.1	.1	52.5
64470	8	.3	.3	52.8
64471	2	.1	.1	52.9
64473	4	.2	.2	53.1
64474	2	.1	.1	53.2
64475	1	.0	.0	53.2
64477	3	.1	.1	53.3
64481	2	.1	.1	53.4
64482	6	.2	.2	53.6
64483	3	.1	.1	53.8
64485	9	.4	.4	54.1
64486	5	.2	.2	54.3
64487	1	.0	.0	54.4
64489	4	.2	.2	54.5
64490	5	.2	.2	54.7
64491	4	.2	.2	54.9
64494	3	.1	.1	55.0
64496	2	.1	.1	55.1
64497	1	.0	.0	55.1
64498	2	.1	.1	55.2
64499	3	.1	.1	55.3
64501	1	.0	.0	55.4
64503	1	.0	.0	55.4
64504	4	.2	.2	55.6
64505	6	.2	.2	55.8
64506	7	.3	.3	56.1
64507	4	.2	.2	56.2

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64601	15	.6	.6	56.8
64620	2	.1	.1	56.9
64622	2	.1	.1	57.0
64624	2	.1	.1	57.1
64628	4	.2	.2	57.2
64631	2	.1	.1	57.3
64632	1	.0	.0	57.3
64633	13	.5	.5	57.9
64636	1	.0	.0	57.9
64637	3	.1	.1	58.0
64640	7	.3	.3	58.3
64641	1	.0	.0	58.3
64642	2	.1	.1	58.4
64644	4	.2	.2	58.6
64645	1	.0	.0	58.6
64648	1	.0	.0	58.7
64649	1	.0	.0	58.7
64650	1	.0	.0	58.7
64651	1	.0	.0	58.8
64653	1	.0	.0	58.8
64655	1	.0	.0	58.9
64657	2	.1	.1	58.9
64658	4	.2	.2	59.1
64659	3	.1	.1	59.2
64660	1	.0	.0	59.3
64661	2	.1	.1	59.3
64664	1	.0	.0	59.4
64667	1	.0	.0	59.4
64668	5	.2	.2	59.6
64670	5	.2	.2	59.8
64671	4	.2	.2	60.0
64672	1	.0	.0	60.0
64673	18	.7	.7	60.7

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64674	4	.2	.2	60.9
64676	1	.0	.0	60.9
64682	1	.0	.0	61.0
64683	17	.7	.7	61.6
64688	2	.1	.1	61.7
64689	3	.1	.1	61.8
64701	4	.2	.2	62.0
64720	7	.3	.3	62.3
64724	1	.0	.0	62.3
64725	1	.0	.0	62.4
64730	5	.2	.2	62.6
64733	1	.0	.0	62.6
64734	2	.1	.1	62.7
64735	10	.4	.4	63.1
64740	1	.0	.0	63.1
64742	3	.1	.1	63.2
64744	9	.4	.4	63.6
64748	1	.0	.0	63.6
64752	2	.1	.1	63.7
64755	1	.0	.0	63.7
64756	2	.1	.1	63.8
64759	14	.6	.6	64.4
64761	2	.1	.1	64.5
64762	2	.1	.1	64.5
64763	3	.1	.1	64.7
64772	13	.5	.5	65.2
64776	12	.5	.5	65.7
64779	3	.1	.1	65.8
64783	1	.0	.0	65.8
64784	3	.1	.1	65.9
64788	1	.0	.0	66.0
64790	1	.0	.0	66.0
64801	2	.1	.1	66.1

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
64804	13	.5	.5	66.6
64831	2	.1	.1	66.7
64832	1	.0	.0	66.7
64834	2	.1	.1	66.8
64835	1	.0	.0	66.9
64836	6	.2	.2	67.1
64842	1	.0	.0	67.1
64843	2	.1	.1	67.2
64844	1	.0	.0	67.3
64848	1	.0	.0	67.3
64850	4	.2	.2	67.4
64854	1	.0	.0	67.5
64856	8	.3	.3	67.8
64861	1	.0	.0	67.8
64863	1	.0	.0	67.9
64865	1	.0	.0	67.9
64870	2	.1	.1	68.0
65011	2	.1	.1	68.1
65013	5	.2	.2	68.3
65016	2	.1	.1	68.4
65017	2	.1	.1	68.4
65018	13	.5	.5	69.0
65020	6	.2	.2	69.2
65026	2	.1	.1	69.3
65032	3	.1	.1	69.4
65035	5	.2	.2	69.6
65037	7	.3	.3	69.9
65040	1	.0	.0	69.9
65041	7	.3	.3	70.2
65043	4	.2	.2	70.4
65046	4	.2	.2	70.5
65047	2	.1	.1	70.6
65049	2	.1	.1	70.7

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
65051	8	.3	.3	71.0
65052	1	.0	.0	71.0
65053	2	.1	.1	71.1
65054	1	.0	.0	71.2
65058	2	.1	.1	71.2
65061	3	.1	.1	71.3
65062	1	.0	.0	71.4
65063	2	.1	.1	71.5
65065	2	.1	.1	71.5
65066	9	.4	.4	71.9
65068	2	.1	.1	72.0
65072	2	.1	.1	72.1
65074	2	.1	.1	72.1
65075	1	.0	.0	72.2
65077	1	.0	.0	72.2
65078	2	.1	.1	72.3
65079	5	.2	.2	72.5
65081	2	.1	.1	72.6
65082	2	.1	.1	72.7
65084	2	.1	.1	72.7
65085	2	.1	.1	72.8
65101	10	.4	.4	73.2
65109	9	.4	.4	73.6
65201	3	.1	.1	73.7
65202	5	.2	.2	73.9
65203	10	.4	.4	74.3
65230	1	.0	.0	74.3
65231	1	.0	.0	74.4
65232	1	.0	.0	74.4
65233	7	.3	.3	74.7
65236	4	.2	.2	74.9
65237	2	.1	.1	74.9
65239	1	.0	.0	75.0

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
65243	4	.2	.2	75.1
65248	7	.3	.3	75.4
65251	12	.5	.5	75.9
65254	5	.2	.2	76.1
65256	1	.0	.0	76.1
65257	3	.1	.1	76.2
65258	3	.1	.1	76.4
65259	5	.2	.2	76.6
65260	2	.1	.1	76.6
65261	4	.2	.2	76.8
65263	2	.1	.1	76.9
65264	1	.0	.0	76.9
65265	12	.5	.5	77.4
65270	10	.4	.4	77.8
65274	3	.1	.1	77.9
65275	8	.3	.3	78.2
65276	4	.2	.2	78.4
65279	1	.0	.0	78.4
65280	1	.0	.0	78.5
65281	6	.2	.2	78.7
65283	1	.0	.0	78.8
65284	1	.0	.0	78.8
65287	1	.0	.0	78.8
65301	29	1.2	1.2	80.0
65321	2	.1	.1	80.1
65322	1	.0	.0	80.1
65323	1	.0	.0	80.1
65324	3	.1	.1	80.3
65325	4	.2	.2	80.4
65326	2	.1	.1	80.5
65329	3	.1	.1	80.6
65332	2	.1	.1	80.7
65334	2	.1	.1	80.8

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
65335	1	.0	.0	80.8
65336	10	.4	.4	81.2
65337	6	.2	.2	81.5
65338	1	.0	.0	81.5
65339	1	.0	.0	81.5
65340	23	.9	.9	82.5
65344	1	.0	.0	82.5
65345	1	.0	.0	82.5
65347	1	.0	.0	82.6
65348	2	.1	.1	82.7
65349	8	.3	.3	83.0
65351	4	.2	.2	83.1
65355	11	.4	.4	83.6
65360	3	.1	.1	83.7
65401	10	.4	.4	84.1
65438	3	.1	.1	84.2
65439	2	.1	.1	84.3
65441	3	.1	.1	84.4
65452	4	.2	.2	84.6
65453	6	.2	.2	84.8
65459	8	.3	.3	85.1
65462	1	.0	.0	85.2
65466	6	.2	.2	85.4
65470	1	.0	.0	85.4
65483	1	.0	.0	85.5
65486	5	.2	.2	85.7
65501	2	.1	.1	85.8
65536	15	.6	.6	86.4
65542	1	.0	.0	86.4
65543	1	.0	.0	86.4
65548	1	.0	.0	86.5
65550	2	.1	.1	86.5
65552	1	.0	.0	86.6

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
65555	3	.1	.1	86.7
65556	5	.2	.2	86.9
65557	2	.1	.1	87.0
65559	6	.2	.2	87.2
65560	21	.8	.8	88.1
65565	11	.4	.4	88.5
65566	1	.0	.0	88.5
65567	1	.0	.0	88.6
65571	1	.0	.0	88.6
65580	3	.1	.1	88.7
65582	6	.2	.2	89.0
65583	5	.2	.2	89.2
65584	2	.1	.1	89.3
65588	1	.0	.0	89.3
65589	1	.0	.0	89.3
65590	2	.1	.1	89.4
65591	1	.0	.0	89.5
65604	1	.0	.0	89.5
65605	3	.1	.1	89.6
65606	5	.2	.2	89.8
65608	8	.3	.3	90.1
65609	1	.0	.0	90.2
65610	2	.1	.1	90.3
65611	2	.1	.1	90.3
65613	9	.4	.4	90.7
65615	2	.1	.1	90.8
65616	5	.2	.2	91.0
65617	1	.0	.0	91.0
65619	2	.1	.1	91.1
65622	5	.2	.2	91.3
65625	6	.2	.2	91.5
65626	3	.1	.1	91.6
65629	1	.0	.0	91.7

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
65631	4	.2	.2	91.8
65632	3	.1	.1	92.0
65633	1	.0	.0	92.0
65634	1	.0	.0	92.0
65635	2	.1	.1	92.1
65637	1	.0	.0	92.2
65640	1	.0	.0	92.2
65644	1	.0	.0	92.2
65646	3	.1	.1	92.4
65647	1	.0	.0	92.4
65648	2	.1	.1	92.5
65649	2	.1	.1	92.6
65650	1	.0	.0	92.6
65652	3	.1	.1	92.7
65653	4	.2	.2	92.9
65655	6	.2	.2	93.1
65656	4	.2	.2	93.3
65660	1	.0	.0	93.3
65661	6	.2	.2	93.6
65663	2	.1	.1	93.6
65667	1	.0	.0	93.7
65668	1	.0	.0	93.7
65672	1	.0	.0	93.8
65679	1	.0	.0	93.8
65680	2	.1	.1	93.9
65681	1	.0	.0	93.9
65682	2	.1	.1	94.0
65686	2	.1	.1	94.1
65689	4	.2	.2	94.2
65692	1	.0	.0	94.3
65704	3	.1	.1	94.4
65706	7	.3	.3	94.7
65707	2	.1	.1	94.7

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
65708	5	.2	.2	94.9
65711	11	.4	.4	95.4
65712	2	.1	.1	95.5
65714	7	.3	.3	95.7
65717	2	.1	.1	95.8
65721	3	.1	.1	95.9
65722	1	.0	.0	96.0
65723	6	.2	.2	96.2
65724	2	.1	.1	96.3
65732	1	.0	.0	96.3
65734	3	.1	.1	96.5
65735	2	.1	.1	96.5
65737	7	.3	.3	96.8
65739	1	.0	.0	96.9
65742	1	.0	.0	96.9
65746	5	.2	.2	97.1
65747	1	.0	.0	97.1
65752	4	.2	.2	97.3
65759	1	.0	.0	97.3
65761	2	.1	.1	97.4
65762	1	.0	.0	97.5
65764	3	.1	.1	97.6
65766	1	.0	.0	97.6
65767	4	.2	.2	97.8
65768	2	.1	.1	97.9
65769	4	.2	.2	98.0
65770	1	.0	.0	98.1
65772	2	.1	.1	98.1
65773	1	.0	.0	98.2
65774	3	.1	.1	98.3
65775	8	.3	.3	98.6
65777	1	.0	.0	98.6
65778	1	.0	.0	98.7

What is your home zip code? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
65779	2	.1	.1	98.8
65781	1	.0	.0	98.8
65785	5	.2	.2	99.0
65787	2	.1	.1	99.1
65791	7	.3	.3	99.4
65793	4	.2	.2	99.5
65802	1	.0	.0	99.6
65803	3	.1	.1	99.7
65804	3	.1	.1	99.8
65807	2	.1	.1	99.9
65809	1	.0	.0	99.9
65810	2	.1	.1	100.0
Total	2513	100.0	100.0	

a. Year = 2014

Table 60: Question h

What is your household income? ^a				
	Frequency	Percent	Valid Percent	Cumulative Percent
Under \$30,000	525	20.9	20.9	20.9
\$30,000 - \$49,999	485	19.3	19.3	40.2
\$50,000 - \$69,999	372	14.8	14.8	55.0
\$70,000 or greater	584	23.2	23.2	78.2
Refused	547	21.8	21.8	100.0
Total	2513	100.0	100.0	

a. Year = 2014

HIGHWAY SAFETY PROGRAM COST SUMMARY

O.M.B. No. 2127-0003

State Missouri Number 15-1 Date June 13, 2014

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/(Decrease)	
PA	125,000.00	125,000.00			0.00
EM	56,700.00	0.00			0.00
OP	50,000.00	0.00			0.00
PT	5,410,259.46	1,893,651.06			4,493,099.46
AI	156,308.58	0.00			21,500.00
CP	700,480.22	0.00			210,309.22
DE	205,208.18	0.00			63,780.00
DL	217,128.00	0.00			0.00
RH	30,010.00	0.00			30,010.00
RS	96,000.00	0.00			0.00
SA	293,009.80	0.00			293,009.80
SE	102,000.00	0.00			0.00
PM	130,000.00	0.00			0.00
YA	2,500.00	0.00			2,500.00
402 Total	7,574,604.24	2,018,651.06	0.00	0.00	5,114,208.48
K3	6,000.00	6,000.00			0.00
2011 Total	6,000.00	6,000.00	0.00	0.00	0.00
154AL	10,413,488.49	0.00			8,417,215.87
154HE	7,000,000.00	0.00			0.00
154 Total	17,413,488.49	0.00	0.00	0.00	8,417,215.87
164HE	10,000,000.00	0.00			0.00
164 Total	10,000,000.00	0.00	0.00	0.00	0.00
M2HVE	1,636,898.63	0.00			689,609.24
M2PE	64,914.66	0.00			4,914.66
M2CPS	30,000.00	0.00			10,000.00
M2CSS	63,000.00	0.00			0.00
M2OP	229,811.57	0.00			0.00
M2X	1,775,545.17	950,042.51			1,775,545.17
405b Total	3,800,170.03	950,042.51	0.00	0.00	2,480,069.07
M3DA	2,964,226.98	741,056.74			50,000.00
405c Total	2,964,226.98	741,056.74	0.00	0.00	50,000.00

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/(Decrease)	Current Balance	
M5HVE	3,747,186.24	0.00				2,434,142.49
M5IDC	240,900.00	0.00				
M5CS	247,767.87	0.00				
M5TR	344,987.70	0.00				174,080.50
M5OT	3,493.09	0.00				3,493.09
M5X	4,051,656.93	2,158,997.96				4,000,000.00
405d Total	8,635,991.83	2,158,997.96	0.00	0.00	0.00	6,611,716.08
M9MA	253,978.08	63,494.52				0.00
405f Total	253,978.08	63,494.52	0.00	0.00	0.00	0.00
Total NHTSA	50,648,459.65	5,938,242.79	0.00	0.00	0.00	22,673,209.50
Total FHWA						
Total NHTSA & FHWA	50,648,459.65	5,938,242.79	0.00	0.00	0.00	22,673,209.50

State Official Authorized Signature: _____



Federal Official Authorized Signature: _____

NAME: David B. Nichols

TITLE: Director and Governor's Representative for Highway Safety

DATE: 06-16-14

NHTSA - NAME: _____

TITLE: _____

DATE: _____

Effective Date: _____

HS Form 217

Highway Safety Plan Cost Summary - Missouri

2015 HSP 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-02-01-00	THSD-Planning and Administration	\$0.00	\$125,000.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	Planning and Administration Total		\$0.00	\$125,000.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
Emergency Medical Services								
	EM-2015-02-01-00	Univ of MO Curators-SafetyTrain for Em R	\$0.00	\$0.00	\$0.00	\$56,700.00	\$56,700.00	\$0.00
	Emergency Medical Services Total		\$0.00	\$0.00	\$0.00	\$56,700.00	\$56,700.00	\$0.00
Occupant Protection								
	OP-2015-05-03-00	THSD-Child Passenger Safety Coordination	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
Police Traffic Services								
	PT-2015-02-00-00	THSD-Statewide PTS	\$0.00	\$1,893,651.06	\$0.00	\$2,168,559.99	\$2,168,559.99	\$2,168,559.99
	PT-2015-02-01-00	MO Southern State Univ-Law Enf Training	\$0.00	\$0.00	\$0.00	\$21,000.00	\$21,000.00	\$21,000.00
	PT-2015-02-02-00	MSHP-Radar/EVOC/Instr Dev/Equip Material	\$0.00	\$0.00	\$0.00	\$100,280.00	\$100,280.00	\$0.00
	PT-2015-02-03-00	MSHP-Skill Development	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	PT-2015-02-04-00	MO Safety Center-Instructor Dev Training	\$0.00	\$0.00	\$0.00	\$23,380.00	\$23,380.00	\$0.00
	PT-2015-02-05-00	Arnold Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$12,600.00	\$12,600.00	\$12,600.00
	PT-2015-02-07-00	Ballwin Police-Hazardous Moving Grant	\$0.00	\$0.00	\$0.00	\$6,560.00	\$6,560.00	\$6,560.00
	PT-2015-02-08-00	Breckenridge Hills Police-BHPD Haz Movin	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-09-00	Brentwood Police-Citizen Safety Awarenes	\$0.00	\$0.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	PT-2015-02-10-00	Bridgeton Police-HMV	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2015-02-11-00	Byrnes Mill Police-Slow Down Arrive Safe	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2015-02-14-00	Chesterfield Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$8,640.00	\$8,640.00	\$8,640.00
	PT-2015-02-15-00	Creve Coeur Police-Speed/HMV Grant	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2015-02-16-00	Crystal City Police-HMV	\$0.00	\$0.00	\$0.00	\$13,500.00	\$13,500.00	\$13,500.00
	PT-2015-02-17-00	Des Peres Public Safety-HMV	\$0.00	\$0.00	\$0.00	\$3,570.00	\$3,570.00	\$3,570.00
	PT-2015-02-18-00	Eureka Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2015-02-19-00	Ferguson Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2015-02-20-00	Festus Police-HMV Overtime Enforcement	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2015-02-21-00	Florissant Police-HMV	\$0.00	\$0.00	\$0.00	\$15,075.00	\$15,075.00	\$15,075.00
	PT-2015-02-22-00	Franklin Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2015-02-23-00	Glendale Police-HMV	\$0.00	\$0.00	\$0.00	\$4,510.00	\$4,510.00	\$4,510.00
	PT-2015-02-24-00	Belton Police-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$10,858.00	\$10,858.00	\$10,858.00
	PT-2015-02-25-00	Hazelwood Police-HMV	\$0.00	\$0.00	\$0.00	\$22,582.50	\$22,582.50	\$22,582.50
	PT-2015-02-26-00	Herculaneum Police-HMV	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-27-00	Blue Springs Police-HMV	\$0.00	\$0.00	\$0.00	\$9,465.00	\$9,465.00	\$9,465.00
	PT-2015-02-28-00	Buchanan Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$9,672.30	\$9,672.30	\$9,672.30
	PT-2015-02-29-00	Cameron Police-Highway Safety	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2015-02-30-00	Cass Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$6,600.00	\$6,600.00	\$6,600.00
	PT-2015-02-31-00	Chillicothe Police-HMV	\$0.00	\$0.00	\$0.00	\$8,000.19	\$8,000.19	\$8,000.19
	PT-2015-02-32-00	Clay Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2015-02-34-00	Excelsior Springs Police-HMV	\$0.00	\$0.00	\$0.00	\$4,320.00	\$4,320.00	\$4,320.00
	PT-2015-02-35-00	Gladstone Public Safety-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$9,200.00	\$9,200.00	\$9,200.00

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	PT-2015-02-36-00	Grain Valley Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$2,592.00	\$2,592.00	\$2,592.00
	PT-2015-02-37-00	Grandview Police-HMV	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2015-02-38-00	Harrisonville Police-Speeding	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-39-00	Jackson Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$25,000.01	\$25,000.01	\$25,000.01
	PT-2015-02-40-00	Jefferson Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$220,000.00	\$220,000.00	\$220,000.00
	PT-2015-02-41-00	Kirkwood Police-HMV-Traffic Enforcement	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2015-02-42-00	Kansas City Police Commission-HMV Grant	\$0.00	\$0.00	\$0.00	\$210,000.45	\$210,000.45	\$210,000.45
	PT-2015-02-43-00	Kearney Police-Crash/Injury Reduct Hwys	\$0.00	\$0.00	\$0.00	\$3,800.00	\$3,800.00	\$3,800.00
	PT-2015-02-44-00	Lake Lotawana Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,004.05	\$3,004.05	\$3,004.05
	PT-2015-02-45-00	Lee's Summit Police-Hazardous Moving	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00
	PT-2015-02-46-00	Liberty Police-HMV	\$0.00	\$0.00	\$0.00	\$10,000.01	\$10,000.01	\$10,000.01
	PT-2015-02-47-00	Livingston Co Sheriff-HMV Project	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-48-00	Lincoln Co Sheriff-HMV Project	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2015-02-49-00	Lake St Louis Police-H.M.V. Grant	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2015-02-50-00	Billings Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,089.35	\$3,089.35	\$3,089.35
	PT-2015-02-51-00	THSD-PTS Program Coordination	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	PT-2015-02-52-00	MSHP-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00
	PT-2015-02-53-00	Independence Police-HMV	\$0.00	\$0.00	\$0.00	\$182,980.00	\$182,980.00	\$182,980.00
	PT-2015-02-54-00	North Kansas City Police-HMV	\$0.00	\$0.00	\$0.00	\$6,956.36	\$6,956.36	\$6,956.36
	PT-2015-02-55-00	Peculiar Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,947.00	\$3,947.00	\$3,947.00
	PT-2015-02-56-00	Platte Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$12,106.19	\$12,106.19	\$12,106.19
	PT-2015-02-57-00	Platte Co Sheriff-Traffic Safety Officer	\$0.00	\$0.00	\$0.00	\$20,434.50	\$20,434.50	\$20,434.50
	PT-2015-02-58-00	Pleasant Hill Police-HMV	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-59-00	Raymore Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-60-00	Raytown Police-Speed & Crash Reduction	\$0.00	\$0.00	\$0.00	\$11,850.00	\$11,850.00	\$11,850.00
	PT-2015-02-61-00	Richmond Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$2,500.04	\$2,500.04	\$2,500.04
	PT-2015-02-62-00	Riverside Pub Safety-HMV Wolfpack Op	\$0.00	\$0.00	\$0.00	\$3,500.33	\$3,500.33	\$3,500.33
	PT-2015-02-63-00	Sedalia Police-HMV	\$0.00	\$0.00	\$0.00	\$5,550.00	\$5,550.00	\$5,550.00
	PT-2015-02-64-00	St Joseph Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,480.00	\$6,480.00	\$6,480.00
	PT-2015-02-65-00	Sugar Creek Police-HMV	\$0.00	\$0.00	\$0.00	\$3,120.00	\$3,120.00	\$3,120.00
	PT-2015-02-66-00	Smithville Police-HMV Grant	\$0.00	\$0.00	\$0.00	\$4,127.55	\$4,127.55	\$4,127.55
	PT-2015-02-67-00	Kansas City Police Comm-Adv Crash Invest	\$0.00	\$0.00	\$0.00	\$20,108.98	\$20,108.98	\$20,108.98
	PT-2015-02-68-00	Manchester Police-Hazardous Driving Enf	\$0.00	\$0.00	\$0.00	\$5,075.00	\$5,075.00	\$5,075.00
	PT-2015-02-69-00	Maryland Heights Police-Interstate Speed	\$0.00	\$0.00	\$0.00	\$11,755.49	\$11,755.49	\$11,755.49
	PT-2015-02-70-00	Northwoods Police-Saving Lives by Drivin	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-71-00	O'Fallon Police-Speed/Red Lt Enf (HMF)	\$0.00	\$0.00	\$0.00	\$21,996.00	\$21,996.00	\$21,996.00
	PT-2015-02-72-00	Olivette Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,006.25	\$6,006.25	\$6,006.25
	PT-2015-02-73-00	Overland Police-Hazardous & Speeding	\$0.00	\$0.00	\$0.00	\$8,296.00	\$8,296.00	\$8,296.00
	PT-2015-02-74-00	Pacific Police-2015 HMV	\$0.00	\$0.00	\$0.00	\$7,490.25	\$7,490.25	\$7,490.25
	PT-2015-02-75-00	Palmyra Police-HMV	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-76-00	Pevely Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,050.00	\$7,050.00	\$7,050.00
	PT-2015-02-77-00	St Ann Police-I70 Travel Safe Spd Enf	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2015-02-78-00	St Charles City Police-HMV	\$0.00	\$0.00	\$0.00	\$15,040.00	\$15,040.00	\$15,040.00
	PT-2015-02-79-00	St Charles Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00

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	PT-2015-02-80-00	St Clair Police-Speed Enforcement	\$0.00	\$0.00	\$0.00	\$5,126.40	\$5,126.40	\$5,126.40
	PT-2015-02-81-00	St John Police-HMV	\$0.00	\$0.00	\$0.00	\$8,037.00	\$8,037.00	\$8,037.00
	PT-2015-02-82-00	St Louis Co Police-Highway Safety Unit	\$0.00	\$0.00	\$0.00	\$297,516.00	\$297,516.00	\$297,516.00
	PT-2015-02-83-00	St Louis Metro Police-Haz Viol/Spd Enf	\$0.00	\$0.00	\$0.00	\$200,006.00	\$200,006.00	\$200,006.00
	PT-2015-02-84-00	St Peters Police-HMV 2014-2015	\$0.00	\$0.00	\$0.00	\$22,472.50	\$22,472.50	\$22,472.50
	PT-2015-02-85-00	Town & Country Police-HMV Reduction Proj	\$0.00	\$0.00	\$0.00	\$20,027.52	\$20,027.52	\$20,027.52
	PT-2015-02-86-00	Troy Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$6,030.00	\$6,030.00	\$6,030.00
	PT-2015-02-87-00	Univ City Police-HMV	\$0.00	\$0.00	\$0.00	\$2,520.00	\$2,520.00	\$2,520.00
	PT-2015-02-88-00	Union Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$10,017.00	\$10,017.00	\$10,017.00
	PT-2015-02-90-00	Webster Groves Police-HMV FY 2015	\$0.00	\$0.00	\$0.00	\$4,808.35	\$4,808.35	\$4,808.35
	PT-2015-02-91-00	Wentzville Police-HMV Project	\$0.00	\$0.00	\$0.00	\$7,515.30	\$7,515.30	\$7,515.30
	PT-2015-02-92-00	THSD-2015 LETSAC	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	\$0.00
	PT-2015-02-93-00	Bolivar Police-HMV Grant	\$0.00	\$0.00	\$0.00	\$3,300.00	\$3,300.00	\$3,300.00
	PT-2015-02-94-00	Boone Co Sheriff-HMV Slowdown	\$0.00	\$0.00	\$0.00	\$27,736.00	\$27,736.00	\$27,736.00
	PT-2015-02-95-00	Callaway Co Sheriff-Sheriff's Office	\$0.00	\$0.00	\$0.00	\$10,752.00	\$10,752.00	\$10,752.00
	PT-2015-02-96-00	Cape Girardeau Co Sheriff-Seatbelt Enf	\$0.00	\$0.00	\$0.00	\$2,800.00	\$2,800.00	\$2,800.00
	PT-2015-02-97-00	Camden Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$7,504.00	\$7,504.00	\$7,504.00
	PT-2015-02-98-00	Camdenton Police-Overtime Enforcement	\$0.00	\$0.00	\$0.00	\$1,250.00	\$1,250.00	\$1,250.00
	PT-2015-02-99-00	Cape Girardeau Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,496.00	\$6,496.00	\$6,496.00
	PT-2015-02-A0-00	Charleston Public Safety-Equipment	\$0.00	\$0.00	\$0.00	\$5,053.00	\$5,053.00	\$5,053.00
	PT-2015-02-A1-00	Christian Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$5,087.40	\$5,087.40	\$5,087.40
	PT-2015-02-A2-00	Cole Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$5,015.67	\$5,015.67	\$5,015.67
	PT-2015-02-A3-00	Columbia Police-HMV	\$0.00	\$0.00	\$0.00	\$9,760.00	\$9,760.00	\$9,760.00
	PT-2015-02-A6-00	Farmington Police-HMV	\$0.00	\$0.00	\$0.00	\$4,471.75	\$4,471.75	\$4,471.75
	PT-2015-02-A7-00	Greene Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$80,000.00
	PT-2015-02-A8-00	Greene Co Sheriff-HMV Unit	\$0.00	\$0.00	\$0.00	\$33,600.31	\$33,600.31	\$33,600.31
	PT-2015-02-A9-00	Henry Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$5,381.50	\$5,381.50	\$5,381.50
	PT-2015-02-B0-00	Hollister Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-B1-00	Howell Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2015-02-B2-00	Jackson Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$5,250.00	\$5,250.00	\$5,250.00
	PT-2015-02-B3-00	Jasper Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$10,650.00	\$10,650.00	\$10,650.00
	PT-2015-02-B4-00	Jefferson City Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$19,997.34	\$19,997.34	\$19,997.34
	PT-2015-02-B5-00	Joplin Police-HMV Overtime	\$0.00	\$0.00	\$0.00	\$12,100.00	\$12,100.00	\$12,100.00
	PT-2015-02-B6-00	Kennett Police-Speed & HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2015-02-B7-00	Lawrence Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$3,294.48	\$3,294.48	\$3,294.48
	PT-2015-02-B9-00	Miller Co Sheriff-Traffic Safety Enforce	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2015-02-C0-00	Mountain View Police-HMV	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2015-02-C1-00	Neosho Police-HMV	\$0.00	\$0.00	\$0.00	\$2,485.00	\$2,485.00	\$2,485.00
	PT-2015-02-C2-00	Nevada Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,695.00	\$6,695.00	\$6,695.00
	PT-2015-02-C3-00	Newton Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$6,800.00	\$6,800.00	\$6,800.00
	PT-2015-02-C4-00	Nixa Police-Hazardous Moving Violations	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2015-02-C5-00	Osage Beach Police-Hazardous Moving Enf	\$0.00	\$0.00	\$0.00	\$4,983.00	\$4,983.00	\$4,983.00
	PT-2015-02-C6-00	Ozark Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$3,990.00	\$3,990.00	\$3,990.00
	PT-2015-02-C7-00	Phelps Co Sheriff-Hazardous Moving Grant	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00

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	PT-2015-02-C8-00	Potosi Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2015-02-C9-00	Republic Police-Safety is our First Prio	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2015-02-D0-00	Rolla Police-Hazardous Moving Violation	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2015-02-D1-00	Scott City Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$1,992.99	\$1,992.99	\$1,992.99
	PT-2015-02-D2-00	Scott Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$5,275.00	\$5,275.00	\$5,275.00
	PT-2015-02-D3-00	Springfield Police-HMV	\$0.00	\$0.00	\$0.00	\$76,320.20	\$76,320.20	\$76,320.20
	PT-2015-02-D4-00	St Robert Police-HMV	\$0.00	\$0.00	\$0.00	\$3,504.00	\$3,504.00	\$3,504.00
	PT-2015-02-D5-00	Stone Co Sheriff-Hazardous	\$0.00	\$0.00	\$0.00	\$5,200.00	\$5,200.00	\$5,200.00
	PT-2015-02-D6-00	THSD-Statewide HMV	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$30,000.00
	PT-2015-02-D7-00	Washington Co Sheriff-HMV	\$0.00	\$0.00	\$0.00	\$6,114.00	\$6,114.00	\$6,114.00
	PT-2015-02-D8-00	Wayne Co Sheriff-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$6,315.96	\$6,315.96	\$6,315.96
	PT-2015-02-D9-00	Webb City Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,980.00	\$7,980.00	\$7,980.00
	PT-2015-02-E0-00	Webster Co Sheriff-HMV Enf 2014-2015	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2015-02-E1-00	West Plains Police-HMV 2015	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2015-02-E2-00	Willow Springs Police-HMV	\$0.00	\$0.00	\$0.00	\$3,300.00	\$3,300.00	\$3,300.00
	PT-2015-02-E3-00	THSD-Public Info & Education General	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	PT-2015-02-E4-00	THSD-PI Creative Services	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	PT-2015-02-E5-00	THSD-402 Training Survey Assessments	\$0.00	\$0.00	\$0.00	\$163,500.00	\$163,500.00	\$0.00
	Police Traffic Services Total		\$0.00	\$1,893,651.06	\$0.00	\$5,410,259.46	\$5,410,259.46	\$4,493,099.46
Accident Investigation								
	AI-2015-04-01-00	MO Safety Center-Crash InvestTraining	\$0.00	\$0.00	\$0.00	\$57,356.58	\$57,356.58	\$21,500.00
	AI-2015-04-02-00	MSHP-Accident Investigation	\$0.00	\$0.00	\$0.00	\$98,952.00	\$98,952.00	\$0.00
	Accident Investigation Total		\$0.00	\$0.00	\$0.00	\$156,308.58	\$156,308.58	\$21,500.00
Community Traffic Safety Project								
	CP-2015-09-01-00	Cape Girardeau Safe Comm-Team Spirit	\$0.00	\$0.00	\$0.00	\$181,054.72	\$181,054.72	\$181,054.72
	CP-2015-09-02-00	MO Youth Adult All-MO It Only Takes One	\$0.00	\$0.00	\$0.00	\$29,254.50	\$29,254.50	\$29,254.50
	CP-2015-09-03-00	Univ of MO Curators-ThinkFirst MO	\$0.00	\$0.00	\$0.00	\$451,181.00	\$451,181.00	\$0.00
	CP-2015-09-04-00	THSD-Young Driver Project	\$0.00	\$0.00	\$0.00	\$38,990.00	\$38,990.00	\$0.00
	Community Traffic Safety Project Total		\$0.00	\$0.00	\$0.00	\$700,480.22	\$700,480.22	\$210,309.22
Driver Education								
	DE-2015-02-01-00	THSD-Mature Driver Program	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
	DE-2015-02-02-00	MO Police Chfs Assoc-Law Enf Driving Tr	\$0.00	\$0.00	\$0.00	\$51,130.00	\$51,130.00	\$51,130.00
	DE-2015-02-03-00	Curators of Univ of MO St. L-Impr Older	\$0.00	\$0.00	\$0.00	\$100,015.02	\$100,015.02	\$0.00
	DE-2015-02-04-00	MO Sheriffs Assoc-Emerg Veh Op Training	\$0.00	\$0.00	\$0.00	\$12,650.00	\$12,650.00	\$12,650.00
	DE-2015-02-05-00	MO Safety Center-Driver Improvement Prog	\$0.00	\$0.00	\$0.00	\$36,413.16	\$36,413.16	\$0.00
	Driver Education Total		\$0.00	\$0.00	\$0.00	\$205,208.18	\$205,208.18	\$63,780.00
Driver Licensing								
	DL-2015-02-01-00	Washington Univ St. L-Evaluating Driving	\$0.00	\$0.00	\$0.00	\$120,675.00	\$120,675.00	\$0.00
	DL-2015-02-02-00	Washington Univ St. L-Expanding Fitness	\$0.00	\$0.00	\$0.00	\$96,453.00	\$96,453.00	\$0.00
	Driver Licensing Total		\$0.00	\$0.00	\$0.00	\$217,128.00	\$217,128.00	\$0.00
Railroad/Highway Crossings								
	RH-2015-02-01-00	Missouri Operation Lifesaver	\$0.00	\$0.00	\$0.00	\$30,010.00	\$30,010.00	\$30,010.00
	Railroad/Highway Crossings Total		\$0.00	\$0.00	\$0.00	\$30,010.00	\$30,010.00	\$30,010.00
Roadway Safety								

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Safe Communities	RS-2015-11-01-00	THSD-TEAP	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	RS-2015-11-02-00	THSD-MoDOT Traffic Safety Conference	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$0.00
	Roadway Safety Total		\$0.00	\$0.00	\$0.00	\$96,000.00	\$96,000.00	\$0.00
Safe Communities	SA-2015-09-01-00	Cape Girardeau Safe Communites Program	\$0.00	\$0.00	\$0.00	\$81,172.58	\$81,172.58	\$81,172.58
	SA-2015-09-02-00	Ozark Tech College-Safe Communities	\$0.00	\$0.00	\$0.00	\$44,643.50	\$44,643.50	\$44,643.50
	SA-2015-09-03-00	Safety & Health Council West KS-Traffic	\$0.00	\$0.00	\$0.00	\$101,103.72	\$101,103.72	\$101,103.72
	SA-2015-09-04-00	St Joseph Safety & Health-Task Force	\$0.00	\$0.00	\$0.00	\$66,090.00	\$66,090.00	\$66,090.00
	Safe Communities Total		\$0.00	\$0.00	\$0.00	\$293,009.80	\$293,009.80	\$293,009.80
Speed Enforcement								
Speed Enforcement	SE-2015-02-01-00	MSHP-Speed Enforcement	\$0.00	\$0.00	\$0.00	\$102,000.00	\$102,000.00	\$0.00
	Speed Enforcement Total		\$0.00	\$0.00	\$0.00	\$102,000.00	\$102,000.00	\$0.00
Paid Advertising								
Paid Advertising	PM-2015-02-01-00	THSD-Work Zone Awareness 2015 Media	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	PM-2015-02-02-00	THSD-Motorcyclist Safety Initiatives	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
Youth Alcohol								
Youth Alcohol	YA-2015-03-06-00	Webster Co Sheriff-Youth Alc Enf 2014-15	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	Youth Alcohol Total		\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	NHTSA 402 Total		\$0.00	\$2,018,651.06	\$0.00	\$7,574,604.24	\$7,574,604.24	\$5,114,208.48
2011 Child Seats								
2011 Child Seats	K3-2015-05-00-00	THSD-Statewide CPS	\$0.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	K3-2015-05-01-00	THSD-Low Income CPS Training	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$0.00
	2011 Child Seat Incentive Total		\$0.00	\$6,000.00	\$0.00	\$6,000.00	\$6,000.00	\$0.00
	2011 Child Seats Total		\$0.00	\$6,000.00	\$0.00	\$6,000.00	\$6,000.00	\$0.00
154 Transfer Funds								
154 Transfer Funds	154AL-2015-AL-00-00	THSD-Statewide 154AL Program	\$0.00	\$0.00	\$0.00	\$5,839,278.71	\$5,839,278.71	\$5,839,278.71
	154AL-2015-AL-01-00	MO Safety Center-Imp Drive Counter Meas	\$0.00	\$0.00	\$0.00	\$764,065.05	\$764,065.05	\$343,900.00
	154AL-2015-AL-02-00	DOR-Attorney & Legal Assistant	\$0.00	\$0.00	\$0.00	\$124,301.91	\$124,301.91	\$0.00
	154AL-2015-AL-03-00	DOR-DOR & Law Enforcement Training	\$0.00	\$0.00	\$0.00	\$26,120.00	\$26,120.00	\$0.00
	154AL-2015-AL-04-00	MADD-MADD Court Monitoring Project	\$0.00	\$0.00	\$0.00	\$119,156.00	\$119,156.00	\$119,156.00
	154AL-2015-AL-05-00	OSCA-DWI Court Project	\$0.00	\$0.00	\$0.00	\$342,217.60	\$342,217.60	\$0.00
	154AL-2015-AL-06-00	MADD-MADD's Power of Parents Program	\$0.00	\$0.00	\$0.00	\$50,614.00	\$50,614.00	\$50,614.00
	154AL-2015-AL-07-00	Safe & Sober, Inc-MO Safe & Sober	\$0.00	\$0.00	\$0.00	\$214,100.00	\$214,100.00	\$214,100.00
	154AL-2015-AL-08-00	Arnold Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$7,750.00	\$7,750.00	\$7,750.00
	154AL-2015-AL-09-00	Univ of MO Curators-SMART, CHEERS, Drive	\$0.00	\$0.00	\$0.00	\$373,818.06	\$373,818.06	\$0.00
	154AL-2015-AL-10-00	THSD-Youth Alcohol Project	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$0.00
	154AL-2015-AL-11-00	Arnold Police-DWI Saturation Patrol	\$0.00	\$0.00	\$0.00	\$14,870.00	\$14,870.00	\$14,870.00
	154AL-2015-AL-12-00	Ballwin Police-DWI Grant	\$0.00	\$0.00	\$0.00	\$10,250.00	\$10,250.00	\$10,250.00
	154AL-2015-AL-13-00	Breckenridge Hills Police-Sob Ckpt & DWI	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	154AL-2015-AL-14-00	Byrnes Mill Police-DWI Safety Grant	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	154AL-2015-AL-15-00	Chesterfield Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,480.00	\$6,480.00	\$6,480.00
	154AL-2015-AL-16-00	Clark Co Sheriff-Driving Impaired by You	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	154AL-2015-AL-17-00	Edmundson Police-Impaired Driver Impact	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00

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	154AL-2015-AL-18-00	Ellisville Police-Drink	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	154AL-2015-AL-19-00	Festus Police-DWI Overtime Enforcement	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	154AL-2015-AL-20-00	Franklin Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	154AL-2015-AL-21-00	Hazelwood Police-BAT Van Operator	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	154AL-2015-AL-22-00	Belton Police-Sobriety Check Point	\$0.00	\$0.00	\$0.00	\$10,885.00	\$10,885.00	\$10,885.00
	154AL-2015-AL-23-00	Benton Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-24-00	Cartersville Police-Operation Zero Tolera	\$0.00	\$0.00	\$0.00	\$5,600.00	\$5,600.00	\$5,600.00
	154AL-2015-AL-25-00	Belton Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,767.00	\$4,767.00	\$4,767.00
	154AL-2015-AL-26-00	Blue Springs Police-Wolfpack DWI Enf	\$0.00	\$0.00	\$0.00	\$6,750.00	\$6,750.00	\$6,750.00
	154AL-2015-AL-27-00	Blue Springs Police-Sobriety Ckpoints	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	154AL-2015-AL-28-00	Cass Co Sheriff-Alcohol Enforcement	\$0.00	\$0.00	\$0.00	\$14,453.00	\$14,453.00	\$14,453.00
	154AL-2015-AL-29-00	Clay Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,800.00	\$4,800.00	\$4,800.00
	154AL-2015-AL-31-00	Clay Co Sheriff-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$3,500.16	\$3,500.16	\$3,500.16
	154AL-2015-AL-32-00	Clay Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	154AL-2015-AL-33-00	Excelsior Springs Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,240.00	\$3,240.00	\$3,240.00
	154AL-2015-AL-34-00	Excelsior Springs Police-Clay/Platte TS	\$0.00	\$0.00	\$0.00	\$3,840.00	\$3,840.00	\$3,840.00
	154AL-2015-AL-35-00	Gladstone Public Safety-Enforc of Undera	\$0.00	\$0.00	\$0.00	\$3,000.20	\$3,000.20	\$3,000.20
	154AL-2015-AL-36-00	Gladstone Public Safety-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	154AL-2015-AL-37-00	Grain Valley Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,240.00	\$3,240.00	\$3,240.00
	154AL-2015-AL-38-00	Harrisonville Police-DWI/Sobriety Ckpt	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	154AL-2015-AL-39-00	Grandview Police-Checkpoints	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	\$13,000.00
	154AL-2015-AL-40-00	Jackson Co Sheriff-Sob Ckpt & LETSAC	\$0.00	\$0.00	\$0.00	\$50,000.21	\$50,000.21	\$50,000.21
	154AL-2015-AL-41-00	Jackson Co Sheriff-DWI Unit Salary	\$0.00	\$0.00	\$0.00	\$160,255.22	\$160,255.22	\$160,255.22
	154AL-2015-AL-42-00	Jackson Co Sheriff-Wolf Pack-Saturation	\$0.00	\$0.00	\$0.00	\$40,000.45	\$40,000.45	\$40,000.45
	154AL-2015-AL-43-00	KC Bd of Police Comm-Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$152,500.00	\$152,500.00	\$152,500.00
	154AL-2015-AL-44-00	KC Bd Police Comm-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	154AL-2015-AL-45-00	KC Bd Police Comm-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$123,932.00	\$123,932.00	\$123,932.00
	154AL-2015-AL-46-00	Kearney Police-DWI Extra Patrol	\$0.00	\$0.00	\$0.00	\$3,800.00	\$3,800.00	\$3,800.00
	154AL-2015-AL-47-00	Lake Lotawana Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,746.56	\$2,746.56	\$2,746.56
	154AL-2015-AL-48-00	Liberty Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,193.80	\$6,193.80	\$6,193.80
	154AL-2015-AL-49-00	Livingston Co Sheriff-County DWI Project	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-50-00	Lake St. Louis Police-Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	154AL-2015-AL-51-00	Billings Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,089.35	\$3,089.35	\$3,089.35
	154AL-2015-AL-52-00	Jackson Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$7,800.00	\$7,800.00	\$7,800.00
	154AL-2015-AL-53-00	Marshall Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$7,020.62	\$7,020.62	\$7,020.62
	154AL-2015-AL-54-00	Oak Grove Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,129.32	\$4,129.32	\$4,129.32
	154AL-2015-AL-55-00	Pleasant Hill Police-S.T.E.P DWI Grant	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-56-00	Raymore Police-Sobriety Ckpt/DWI Enf	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	154AL-2015-AL-57-00	Riverside Public Safety-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,138.00	\$4,138.00	\$4,138.00
	154AL-2015-AL-58-00	Sedalia Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,487.00	\$11,487.00	\$11,487.00
	154AL-2015-AL-59-00	Smithville Police-Joint Clay-Platte DWI	\$0.00	\$0.00	\$0.00	\$4,147.20	\$4,147.20	\$4,147.20
	154AL-2015-AL-60-00	Smithville Police-DWI Wolfpack	\$0.00	\$0.00	\$0.00	\$5,220.98	\$5,220.98	\$5,220.98
	154AL-2015-AL-61-00	Platte Co Sheriff-Sobriety Ckpoints/Wolf	\$0.00	\$0.00	\$0.00	\$14,421.95	\$14,421.95	\$14,421.95
	154AL-2015-AL-62-00	Maryland Heights Police-DWI Sat Patrol	\$0.00	\$0.00	\$0.00	\$5,689.42	\$5,689.42	\$5,689.42

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	154AL-2015-AL-63-00	St Charles Police-Sat Patrol/Wolf Pk Enf	\$0.00	\$0.00	\$0.00	\$15,040.00	\$15,040.00	\$15,040.00
	154AL-2015-AL-64-00	St Peters Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,992.32	\$11,992.32	\$11,992.32
	154AL-2015-AL-65-00	Vinita Park Police-Safe Roads Lead Home	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-66-00	Barton Co Sheriff-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	154AL-2015-AL-67-00	Bolivar Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,637.50	\$6,637.50	\$6,637.50
	154AL-2015-AL-68-00	Boone Co Sheriff-FT DWI/Traffic Unit	\$0.00	\$0.00	\$0.00	\$69,031.60	\$69,031.60	\$69,031.60
	154AL-2015-AL-69-00	Boone Co Sheriff-Sob Ckpt/Sat Patrols	\$0.00	\$0.00	\$0.00	\$25,180.00	\$25,180.00	\$25,180.00
	154AL-2015-AL-70-00	Branson Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-71-00	Butler Co Sheriff-DWI Traffic Enfor 2014	\$0.00	\$0.00	\$0.00	\$8,465.75	\$8,465.75	\$8,465.75
	154AL-2015-AL-72-00	Cape Girardeau Police-DWI OT Enforcement	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	154AL-2015-AL-73-00	Camden Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$15,008.00	\$15,008.00	\$15,008.00
	154AL-2015-AL-74-00	Cape Girardeau Co Sheriff-DWI Enf/Sat Ck	\$0.00	\$0.00	\$0.00	\$17,024.00	\$17,024.00	\$17,024.00
	154AL-2015-AL-75-00	Cape Girardeau Police-Sobriety Ckpoint	\$0.00	\$0.00	\$0.00	\$5,040.00	\$5,040.00	\$5,040.00
	154AL-2015-AL-76-00	Carthage Police-DWI Enf & Checkpoints	\$0.00	\$0.00	\$0.00	\$3,125.00	\$3,125.00	\$3,125.00
	154AL-2015-AL-77-00	Caruthersville Police-SE DWI Task Force	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	154AL-2015-AL-78-00	Charleston Public Safety-DWI Enf & Ckpt	\$0.00	\$0.00	\$0.00	\$4,004.00	\$4,004.00	\$4,004.00
	154AL-2015-AL-79-00	Christian Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$10,905.00	\$10,905.00	\$10,905.00
	154AL-2015-AL-80-00	Cole Co Sheriff-DWI Enf & Sob Ckpoints	\$0.00	\$0.00	\$0.00	\$23,976.59	\$23,976.59	\$23,976.59
	154AL-2015-AL-81-00	Columbia Police-FT DWI Enforcement Unit	\$0.00	\$0.00	\$0.00	\$74,652.40	\$74,652.40	\$74,652.40
	154AL-2015-AL-82-00	Columbia Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$28,060.00	\$28,060.00	\$28,060.00
	154AL-2015-AL-83-00	Crocker Police-Sobriety Ckpt & DWI Sat	\$0.00	\$0.00	\$0.00	\$4,416.00	\$4,416.00	\$4,416.00
	154AL-2015-AL-84-00	Cuba Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$3,700.00	\$3,700.00	\$3,700.00
	154AL-2015-AL-85-00	Dexter Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$4,977.70	\$4,977.70	\$4,977.70
	154AL-2015-AL-86-00	Eldon Police-DWI Grant	\$0.00	\$0.00	\$0.00	\$2,983.50	\$2,983.50	\$2,983.50
	154AL-2015-AL-87-00	Gasconade Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,997.50	\$3,997.50	\$3,997.50
	154AL-2015-AL-88-00	Greene Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$77,400.00	\$77,400.00	\$77,400.00
	154AL-2015-AL-89-00	Greene Co Sheriff-DWI Unit	\$0.00	\$0.00	\$0.00	\$56,457.08	\$56,457.08	\$56,457.08
	154AL-2015-AL-90-00	Hollister Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2015-AL-91-00	Howell Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	154AL-2015-AL-92-00	Jackson Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,520.00	\$5,520.00	\$5,520.00
	154AL-2015-AL-93-00	Jasper Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$22,450.00	\$22,450.00	\$22,450.00
	154AL-2015-AL-94-00	Jasper Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$1,494.00	\$1,494.00	\$1,494.00
	154AL-2015-AL-95-00	Jefferson City Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$25,007.76	\$25,007.76	\$25,007.76
	154AL-2015-AL-96-00	Joplin Police-DWI Enf & Youth Alcohol	\$0.00	\$0.00	\$0.00	\$12,380.00	\$12,380.00	\$12,380.00
	154AL-2015-AL-97-00	Joplin Police-FT DWI Unit	\$0.00	\$0.00	\$0.00	\$60,650.00	\$60,650.00	\$60,650.00
	154AL-2015-AL-98-00	Kennett Police-PD & Task Force Ckpoints	\$0.00	\$0.00	\$0.00	\$8,400.00	\$8,400.00	\$8,400.00
	154AL-2015-AL-99-00	Kennett Police-PD DWI Enforcement	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	154AL-2015-AL-A0-00	Lamar Police-You Drink & Drive We Provid	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	154AL-2015-AL-A1-00	Lawrence Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,130.00	\$11,130.00	\$11,130.00
	154AL-2015-AL-A2-00	Leadington Police-Arrive Alive	\$0.00	\$0.00	\$0.00	\$2,385.00	\$2,385.00	\$2,385.00
	154AL-2015-AL-A3-00	Lebanon Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$5,770.00	\$5,770.00	\$5,770.00
	154AL-2015-AL-A4-00	Miller Co Sheriff-Drunk Driver Enf	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2015-AL-A5-00	Monett Police-DWI Enf & Sob Ckpoints	\$0.00	\$0.00	\$0.00	\$3,865.00	\$3,865.00	\$3,865.00
	154AL-2015-AL-A6-00	Morgan Co Sheriff-Safety on our Highways	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00

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	154AL-2015-AL-A7-00	Mountain View Police-DWI Checkpoints	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	154AL-2015-AL-A8-00	Neosho Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$6,370.00	\$6,370.00	\$6,370.00
	154AL-2015-AL-A9-00	Nevada Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,975.00	\$3,975.00	\$3,975.00
	154AL-2015-AL-B0-00	Newton Co Sheriff-DWI	\$0.00	\$0.00	\$0.00	\$7,977.50	\$7,977.50	\$7,977.50
	154AL-2015-AL-B1-00	Nixa Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	154AL-2015-AL-B2-00	Oronogo Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$1,296.00	\$1,296.00	\$1,296.00
	154AL-2015-AL-B3-00	Oronogo Police-SW MO DWI Taskforce	\$0.00	\$0.00	\$0.00	\$1,530.00	\$1,530.00	\$1,530.00
	154AL-2015-AL-B4-00	Osage Beach Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,488.00	\$4,488.00	\$4,488.00
	154AL-2015-AL-B5-00	Ozark Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,780.00	\$3,780.00	\$3,780.00
	154AL-2015-AL-B6-00	Ozark Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	154AL-2015-AL-B7-00	Phelps Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	154AL-2015-AL-B8-00	Potosi Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$8,495.00	\$8,495.00	\$8,495.00
	154AL-2015-AL-B9-00	Republic Police-DWI Enf & Sob Checkpoint	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	154AL-2015-AL-C0-00	Rolla Police-DWI Enf & Sob Checkpoint	\$0.00	\$0.00	\$0.00	\$14,385.00	\$14,385.00	\$14,385.00
	154AL-2015-AL-C1-00	Scott Co Sheriff-SE MO DWI Task Force	\$0.00	\$0.00	\$0.00	\$4,320.00	\$4,320.00	\$4,320.00
	154AL-2015-AL-C2-00	Sikeston Public Safety-SE MO DWI Task Fo	\$0.00	\$0.00	\$0.00	\$3,261.60	\$3,261.60	\$3,261.60
	154AL-2015-AL-C3-00	Scott Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,990.00	\$3,990.00	\$3,990.00
	154AL-2015-AL-C4-00	Springfield Police-DWI Enf & Sob Checkpt	\$0.00	\$0.00	\$0.00	\$100,045.00	\$100,045.00	\$100,045.00
	154AL-2015-AL-C5-00	St Robert Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$8,951.32	\$8,951.32	\$8,951.32
	154AL-2015-AL-C6-00	Ste Genevieve Co Sheriff-Impaired Dr Enf	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	154AL-2015-AL-C7-00	Stone Co Sheriff-DWI Wolf Pack	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	154AL-2015-AL-C8-00	Sullivan Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,993.76	\$2,993.76	\$2,993.76
	154AL-2015-AL-C9-00	Washington Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	154AL-2015-AL-D0-00	Waynesville Police-2014 Police Traffic E	\$0.00	\$0.00	\$0.00	\$3,075.00	\$3,075.00	\$3,075.00
	154AL-2015-AL-D1-00	Webb City Police-DWI Saturation Patrols	\$0.00	\$0.00	\$0.00	\$12,180.00	\$12,180.00	\$12,180.00
	154AL-2015-AL-D2-00	Webster Co Sheriff-DWI Enf 14-15 Webster	\$0.00	\$0.00	\$0.00	\$18,995.00	\$18,995.00	\$18,995.00
	154AL-2015-AL-D3-00	West Plains Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$3,435.84	\$3,435.84	\$3,435.84
	154AL-2015-AL-D4-00	Willow Springs Police-Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	154AL-2015-AL-D5-00	MSHP-DWI Tracking System(DWITS)	\$0.00	\$0.00	\$0.00	\$6,650.00	\$6,650.00	\$0.00
	154AL-2015-AL-D6-00	THSD-Alcohol Enforcement Equipment	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	154AL-2015-AL-D7-00	THSD-Impaired Driving Paid Media Campaign	\$0.00	\$0.00	\$0.00	\$605,000.00	\$605,000.00	\$0.00
	154 Alcohol Total		\$0.00	\$0.00	\$0.00	\$10,413,488.49	\$10,413,488.49	\$8,417,215.87
154 Hazard Elimination								
	154HE-2015-HE-01-00	MoDOT Financial Serv-2015 154 HE	\$0.00	\$0.00	\$0.00	\$7,000,000.00	\$7,000,000.00	\$0.00
	154 Hazard Elimination Total		\$0.00	\$0.00	\$0.00	\$7,000,000.00	\$7,000,000.00	\$0.00
	154 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$17,413,488.49	\$17,413,488.49	\$8,417,215.87
164 Transfer Funds								
	164HE-2015-HE-01-00	MoDOT Financial Services-2015 164 HE	\$0.00	\$0.00	\$0.00	\$10,000,000.00	\$10,000,000.00	\$0.00
	164 Hazard Elimination Total		\$0.00	\$0.00	\$0.00	\$10,000,000.00	\$10,000,000.00	\$0.00
	164 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$10,000,000.00	\$10,000,000.00	\$0.00
MAP 21 405b OP Low								
	M2HVE-2015-05-01-00	Eureka Police-Occupant Protection Enf	\$0.00	\$0.00	\$0.00	\$6,770.88	\$6,770.88	\$6,770.88
	M2HVE-2015-05-02-00	Edmundson Police-2015 Occupant Prot	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M2HVE-2015-05-03-00	Adair Co Sheriff-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00

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	M2HVE-2015-05-04-00	Arnold Police-Occupant Protection Compl	\$0.00	\$0.00	\$0.00	\$12,600.00	\$12,600.00	\$12,600.00
	M2HVE-2015-05-05-00	Ballwin Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$3,690.00	\$3,690.00	\$3,690.00
	M2HVE-2015-05-06-00	Byrnes Mill Police-Click It or Ticket !	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	M2HVE-2015-05-07-00	Calverton Park Police-Click it or Ticket	\$0.00	\$0.00	\$0.00	\$2,700.00	\$2,700.00	\$2,700.00
	M2HVE-2015-05-08-00	Creve Coeur Police-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$6,600.00	\$6,600.00	\$6,600.00
	M2HVE-2015-05-09-00	Florissant Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	M2HVE-2015-05-10-00	Hazelwood Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	M2HVE-2015-05-11-00	Kirkwood Police-Seatbelt Enforcement	\$0.00	\$0.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	M2HVE-2015-05-12-00	MSHP-Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$121,680.00	\$121,680.00	\$0.00
	M2HVE-2015-05-13-00	Maryland Heights Police-Safety & Drivers	\$0.00	\$0.00	\$0.00	\$2,121.77	\$2,121.77	\$2,121.77
	M2HVE-2015-05-14-00	Overland Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$4,100.00	\$4,100.00	\$4,100.00
	M2HVE-2015-05-15-00	Pevely Police-Occupant Protection Enf	\$0.00	\$0.00	\$0.00	\$5,760.00	\$5,760.00	\$5,760.00
	M2HVE-2015-05-16-00	St Charles City Police-Occupant Protect	\$0.00	\$0.00	\$0.00	\$5,640.00	\$5,640.00	\$5,640.00
	M2HVE-2015-05-17-00	St Louis Co Police-Occupant Protect Enf	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	M2HVE-2015-05-18-00	Webster Groves Police-Occupant Protect 2	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M2HVE-2015-05-19-00	Wentzville Police-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$5,202.90	\$5,202.90	\$5,202.90
	M2HVE-2015-05-20-00	Missouri Safety Center-Enforcement CIOT	\$0.00	\$0.00	\$0.00	\$300,153.13	\$300,153.13	\$291,750.00
	M2HVE-2015-05-22-00	Missouri Safety Center-Enforcement CPS W	\$0.00	\$0.00	\$0.00	\$84,553.13	\$84,553.13	\$75,750.00
	M2HVE-2015-05-23-00	Chillicothe Police-Occupant Protection	\$0.00	\$0.00	\$0.00	\$4,000.14	\$4,000.14	\$4,000.14
	M2HVE-2015-05-24-00	Gladstone Public Safety-Occupant Protect	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	M2HVE-2015-05-25-00	Grandview Police-Seatbelt Enforcement	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	M2HVE-2015-05-26-00	Kansas City Police Comm-Occupant Protect	\$0.00	\$0.00	\$0.00	\$60,000.05	\$60,000.05	\$60,000.05
	M2HVE-2015-05-27-00	Missouri Safety Center-Enforcement Youth	\$0.00	\$0.00	\$0.00	\$94,603.13	\$94,603.13	\$86,200.00
	M2HVE-2015-05-28-00	Columbia Police-Occupant Protection Enf	\$0.00	\$0.00	\$0.00	\$3,240.00	\$3,240.00	\$3,240.00
	M2HVE-2015-05-29-00	Eldon Police-Seat Belt Ticket	\$0.00	\$0.00	\$0.00	\$2,983.50	\$2,983.50	\$2,983.50
	M2HVE-2015-05-30-00	Leadington Police-Safety Belt Enf	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	M2HVE-2015-05-31-00	THSD-Click It or Ticket	\$0.00	\$0.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00
	M2HVE-2015-05-32-00	THSD-Youth Seat Belt Media Campaign	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
	M2HVE-2015-05-33-00	THSD-Child Passenger Safety Pd Media	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	405b Low HVE Total		\$0.00	\$0.00	\$0.00	\$1,636,898.63	\$1,636,898.63	\$689,609.24
405b Low Public Education								
	M2PE-2015-05-01-00	THSD-TWEEN Safety Program	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	M2PE-2015-05-05-00	Trailnet-Pedestrian Ed for St Louis City	\$0.00	\$0.00	\$0.00	\$4,914.66	\$4,914.66	\$4,914.66
	405b Low Public Education Total		\$0.00	\$0.00	\$0.00	\$64,914.66	\$64,914.66	\$4,914.66
405b Low Community CPS Services								
	M2CPS-2015-05-01-00	THSD-CPS Program Activities	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	M2CPS-2015-05-02-00	Lincoln Co Health Dept-2015 CPS Summit	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	405b Low Community CPS Services Total		\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$10,000.00
405b Low CSS Purchase/Distribution								
	M2CSS-2015-05-01-00	THSD-Child Safety Seats MAP 21	\$0.00	\$0.00	\$0.00	\$63,000.00	\$63,000.00	\$0.00
	405b Low CSS Purchase/Distribution Total		\$0.00	\$0.00	\$0.00	\$63,000.00	\$63,000.00	\$0.00
405b Low OP Information System								
	M2OP-2015-05-01-00	Missouri Safety Center-Survey Teen (HS)	\$0.00	\$0.00	\$0.00	\$73,064.59	\$73,064.59	\$0.00

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	M2OP-2015-05-02-00	Missouri Safety Center-Statewide Seat Be	\$0.00	\$0.00	\$0.00	\$156,746.98	\$156,746.98	\$0.00
	405b Low OP Information System Total		\$0.00	\$0.00	\$0.00	\$229,811.57	\$229,811.57	\$0.00
405b OP Low								
	M2X-2015-05-00-00	THSD-Statewide 405b OP Low	\$0.00	\$950,042.51	\$0.00	\$1,775,545.17	\$1,775,545.17	\$1,775,545.17
	405b OP Low Total		\$0.00	\$950,042.51	\$0.00	\$1,775,545.17	\$1,775,545.17	\$1,775,545.17
	MAP 21 405b OP Low Total		\$0.00	\$950,042.51	\$0.00	\$3,800,170.03	\$3,800,170.03	\$2,480,069.07
MAP 21 405c Data Program								
	M3DA-2015-04-00-00	THSD-Statewide 405c Data Program	\$0.00	\$741,056.74	\$0.00	\$2,213,994.59	\$2,213,994.59	\$50,000.00
	M3DA-2015-04-01-00	THSD-Engineering Coordination	\$0.00	\$0.00	\$0.00	\$1,650.00	\$1,650.00	\$0.00
	M3DA-2015-04-02-00	THSD-Traffic Records Prog Coordination	\$0.00	\$0.00	\$0.00	\$15,500.00	\$15,500.00	\$0.00
	M3DA-2015-04-03-00	MSHP-Statewide Traffic Accident Records	\$0.00	\$0.00	\$0.00	\$132,285.00	\$132,285.00	\$0.00
	M3DA-2015-04-04-00	MSHP-STARs & FARS Support	\$0.00	\$0.00	\$0.00	\$150,945.56	\$150,945.56	\$0.00
	M3DA-2015-04-05-00	OSCA-JIS Monitoring & Muni Reporting	\$0.00	\$0.00	\$0.00	\$225,066.91	\$225,066.91	\$0.00
	M3DA-2015-04-06-00	REJIS-LETS Sustainment & Enhancements	\$0.00	\$0.00	\$0.00	\$151,577.00	\$151,577.00	\$0.00
	M3DA-2015-04-07-00	THSD-Traffic Records Data Improvement	\$0.00	\$0.00	\$0.00	\$68,000.00	\$68,000.00	\$0.00
	M3DA-2015-04-08-00	MSHP-SAC Support	\$0.00	\$0.00	\$0.00	\$5,207.92	\$5,207.92	\$0.00
	405c Data Program Total		\$0.00	\$741,056.74	\$0.00	\$2,964,226.98	\$2,964,226.98	\$50,000.00
	MAP 21 405c Data Program Total		\$0.00	\$741,056.74	\$0.00	\$2,964,226.98	\$2,964,226.98	\$50,000.00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2015-03-01-00	Calverton Park Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,600.00	\$3,600.00	\$3,600.00
	M5HVE-2015-03-02-00	Calverton Park Police-Sobriety Ckpt	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M5HVE-2015-03-03-00	Chesterfield Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,048.00	\$15,048.00	\$15,048.00
	M5HVE-2015-03-04-00	Clark Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	M5HVE-2015-03-05-00	Cottleville Police-DWI Task Force	\$0.00	\$0.00	\$0.00	\$5,400.00	\$5,400.00	\$5,400.00
	M5HVE-2015-03-06-00	Creve Coeur Police-You Drink, Drive, Los	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M5HVE-2015-03-07-00	Creve Coeur Police-DWI Sob Ckpoint / Bat	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	\$13,000.00
	M5HVE-2015-03-08-00	Creve Coeur Police-DWI Officer	\$0.00	\$0.00	\$0.00	\$51,500.00	\$51,500.00	\$51,500.00
	M5HVE-2015-03-09-00	Des Peres Public Safety-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,570.00	\$3,570.00	\$3,570.00
	M5HVE-2015-03-10-00	Eureka Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$13,541.76	\$13,541.76	\$13,541.76
	M5HVE-2015-03-11-00	Eureka Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$10,156.32	\$10,156.32	\$10,156.32
	M5HVE-2015-03-12-00	Festus Police-Youth Alcohol OT Enf	\$0.00	\$0.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	M5HVE-2015-03-13-00	Florissant Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,500.00	\$9,500.00	\$9,500.00
	M5HVE-2015-03-14-00	Florissant Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	M5HVE-2015-03-15-00	Franklin Co Sheriff-Traffic Safety/DWI U	\$0.00	\$0.00	\$0.00	\$156,000.00	\$156,000.00	\$156,000.00
	M5HVE-2015-03-16-00	Franklin Co Sheriff-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	M5HVE-2015-03-17-00	Franklin Co Sheriff-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	M5HVE-2015-03-18-00	Hazelwood Police-DWI Enforcement Project	\$0.00	\$0.00	\$0.00	\$7,520.00	\$7,520.00	\$7,520.00
	M5HVE-2015-03-19-00	Hazelwood Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$22,480.00	\$22,480.00	\$22,480.00
	M5HVE-2015-03-20-00	Hazelwood Police-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	M5HVE-2015-03-21-00	Grandview Police-DUI Patrol	\$0.00	\$0.00	\$0.00	\$16,000.16	\$16,000.16	\$16,000.16
	M5HVE-2015-03-22-00	Eureka Police-Youth Alcohol Enforcement	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	M5HVE-2015-03-23-00	Jefferson Co Sheriff-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$175,000.00
	M5HVE-2015-03-24-00	Jefferson Co Sheriff-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00
	M5HVE-2015-03-25-00	Jefferson Co Sheriff-DWI Enforcement OT	\$0.00	\$0.00	\$0.00	\$215,000.00	\$215,000.00	\$215,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	M5HVE-2015-03-26-00	Jefferson Co Sheriff-DWI Enf Unit	\$0.00	\$0.00	\$0.00	\$123,090.50	\$123,090.50	\$123,090.50
	M5HVE-2015-03-27-00	Lee's Summit Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$46,000.00	\$46,000.00	\$46,000.00
	M5HVE-2015-03-28-00	Lake St Louis Police-DWI Sat Patrol	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	M5HVE-2015-03-29-00	MSHP-DWI Saturations	\$0.00	\$0.00	\$0.00	\$230,400.00	\$230,400.00	\$0.00
	M5HVE-2015-03-30-00	MSHP-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$240,837.50	\$240,837.50	\$0.00
	M5HVE-2015-03-31-00	Independence Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$277,000.00	\$277,000.00	\$277,000.00
	M5HVE-2015-03-32-00	Peculiar Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$3,947.00	\$3,947.00	\$3,947.00
	M5HVE-2015-03-33-00	St Joseph Police-Midland Empire Alcohol	\$0.00	\$0.00	\$0.00	\$32,400.00	\$32,400.00	\$32,400.00
	M5HVE-2015-03-34-00	St Joseph Police-NW MO DWI Taks Force	\$0.00	\$0.00	\$0.00	\$27,900.00	\$27,900.00	\$27,900.00
	M5HVE-2015-03-35-00	Missouri Safety Center-Enforcement State	\$0.00	\$0.00	\$0.00	\$368,556.25	\$368,556.25	\$351,750.00
	M5HVE-2015-03-36-00	Manchester Police-DWI OT Enforcement	\$0.00	\$0.00	\$0.00	\$5,075.00	\$5,075.00	\$5,075.00
	M5HVE-2015-03-37-00	Moline Acres Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	M5HVE-2015-03-38-00	O'Fallon Police-DWI Saturation Patrols	\$0.00	\$0.00	\$0.00	\$20,016.00	\$20,016.00	\$20,016.00
	M5HVE-2015-03-39-00	O'Fallon Police-Youth Alc before Drive	\$0.00	\$0.00	\$0.00	\$6,480.00	\$6,480.00	\$6,480.00
	M5HVE-2015-03-40-00	O'Fallon Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,984.00	\$15,984.00	\$15,984.00
	M5HVE-2015-03-41-00	Olivette Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$11,200.00	\$11,200.00	\$11,200.00
	M5HVE-2015-03-42-00	Overland Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$15,474.00	\$15,474.00	\$15,474.00
	M5HVE-2015-03-43-00	Overland Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$1,640.00	\$1,640.00	\$1,640.00
	M5HVE-2015-03-44-00	Overland Police-DWI Saturation Patrols	\$0.00	\$0.00	\$0.00	\$7,900.00	\$7,900.00	\$7,900.00
	M5HVE-2015-03-45-00	Pevely Police-Youth Alcohol Enforcement	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	M5HVE-2015-03-46-00	Pevely Police-DWI Wolf Pack	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	M5HVE-2015-03-47-00	Richmond Heights Police-HMV Enforcement	\$0.00	\$0.00	\$0.00	\$7,560.00	\$7,560.00	\$7,560.00
	M5HVE-2015-03-48-00	THSD-Statewide DWI	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$50,000.00
	M5HVE-2015-03-49-00	Shrewsbury Police-HMV & Speeders	\$0.00	\$0.00	\$0.00	\$6,006.00	\$6,006.00	\$6,006.00
	M5HVE-2015-03-50-00	St Ann Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$12,994.50	\$12,994.50	\$12,994.50
	M5HVE-2015-03-51-00	St Charles City Police-Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$15,040.00	\$15,040.00	\$15,040.00
	M5HVE-2015-03-52-00	St Charles City Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$7,520.00	\$7,520.00	\$7,520.00
	M5HVE-2015-03-53-00	St Charles Co Sheriff-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	M5HVE-2015-03-54-00	St Charles Co Sheriff-DWI Checkpoint	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	M5HVE-2015-03-55-00	St Charles Co Sheriff-Youth Alcohol/Bus	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	M5HVE-2015-03-56-00	St Clair Police-R.I.D.	\$0.00	\$0.00	\$0.00	\$8,953.65	\$8,953.65	\$8,953.65
	M5HVE-2015-03-57-00	St John Police-DWI Saturation	\$0.00	\$0.00	\$0.00	\$7,011.00	\$7,011.00	\$7,011.00
	M5HVE-2015-03-58-00	St John Police-Sobriety Checkpoints	\$0.00	\$0.00	\$0.00	\$15,785.25	\$15,785.25	\$15,785.25
	M5HVE-2015-03-59-00	St Louis Co Police-Sobriety Ckpts & DWI	\$0.00	\$0.00	\$0.00	\$87,500.00	\$87,500.00	\$87,500.00
	M5HVE-2015-03-60-00	St Louis Metro Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$150,004.00	\$150,004.00	\$150,004.00
	M5HVE-2015-03-61-00	St Louis Metro Police-Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$25,200.00	\$25,200.00	\$25,200.00
	M5HVE-2015-03-62-00	St Peters Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	M5HVE-2015-03-63-00	Troy Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$6,750.00	\$6,750.00	\$6,750.00
	M5HVE-2015-03-64-00	Troy Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	M5HVE-2015-03-65-00	Univ City Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$2,520.00	\$2,520.00	\$2,520.00
	M5HVE-2015-03-66-00	Union Police-DWI Saturation Patrol Prog	\$0.00	\$0.00	\$0.00	\$17,450.00	\$17,450.00	\$17,450.00
	M5HVE-2015-03-67-00	Washington Police-Sobriety Checkpoint	\$0.00	\$0.00	\$0.00	\$7,512.75	\$7,512.75	\$7,512.75
	M5HVE-2015-03-68-00	Washington Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$5,016.50	\$5,016.50	\$5,016.50
	M5HVE-2015-03-69-00	Wentzville Police-DWI Enforcement	\$0.00	\$0.00	\$0.00	\$9,018.36	\$9,018.36	\$9,018.36

Highway Safety Plan Cost Summary - Missouri

2015 HSP 1

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	M5HVE-2015-03-70-00	Wentzville Police-DWI Sobriety Checkpt	\$0.00	\$0.00	\$0.00	\$6,744.50	\$6,744.50	\$6,744.50
	M5HVE-2015-03-71-00	Wentzville Police-Under Age Drinking	\$0.00	\$0.00	\$0.00	\$6,012.24	\$6,012.24	\$6,012.24
	M5HVE-2015-03-72-00	THSD-BAT Vans	\$0.00	\$0.00	\$0.00	\$800,000.00	\$800,000.00	\$0.00
	M5HVE-2015-03-73-00	Parma Police-SE MO DWI Task Force	\$0.00	\$0.00	\$0.00	\$1,440.00	\$1,440.00	\$1,440.00
	M5HVE-2015-03-74-00	Boone Co Sheriff-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$2,856.00	\$2,856.00	\$2,856.00
	M5HVE-2015-03-75-00	Branson Police-Youth Alcohol Compliance	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	M5HVE-2015-03-76-00	Cape Girardeau Police-Youth Alcohol	\$0.00	\$0.00	\$0.00	\$2,100.00	\$2,100.00	\$2,100.00
	M5HVE-2015-03-77-00	Greene Co Sheriff-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$37,500.00	\$37,500.00	\$37,500.00
	M5HVE-2015-03-78-00	Springfield Police-Youth Alcohol Enf	\$0.00	\$0.00	\$0.00	\$29,975.00	\$29,975.00	\$29,975.00
	405d Mid HVE Total		\$0.00	\$0.00	\$0.00	\$3,747,186.24	\$3,747,186.24	\$2,434,142.49
405d Mid ID Coordinator								
	M5IDC-2015-03-01-00	THSD-Youth Alcohol Program Coordination	\$0.00	\$0.00	\$0.00	\$81,400.00	\$81,400.00	\$0.00
	M5IDC-2015-03-02-00	THSD-Alcohol Coordination	\$0.00	\$0.00	\$0.00	\$159,500.00	\$159,500.00	\$0.00
	405d Mid ID Coordinator Total		\$0.00	\$0.00	\$0.00	\$240,900.00	\$240,900.00	\$0.00
405d Mid Court Support								
	M5CS-2015-03-01-00	MO Prosecution Services-Traf Saf Res Pro	\$0.00	\$0.00	\$0.00	\$247,767.87	\$247,767.87	\$0.00
	405d Mid Court Support Total		\$0.00	\$0.00	\$0.00	\$247,767.87	\$247,767.87	\$0.00
405d Mid Training								
	M5TR-2015-03-01-00	Missouri Safety Center-Drug Imp Driving	\$0.00	\$0.00	\$0.00	\$144,027.60	\$144,027.60	\$85,400.00
	M5TR-2015-03-02-00	MO Police Chiefs Assoc-DITEP 2014-2015	\$0.00	\$0.00	\$0.00	\$41,580.50	\$41,580.50	\$41,580.50
	M5TR-2015-03-03-00	MO Southern Univ-Alcohol Tr LE Officers	\$0.00	\$0.00	\$0.00	\$47,100.00	\$47,100.00	\$47,100.00
	M5TR-2015-03-04-00	MSHP-BAC/DRE/ARIDE/SFST Training	\$0.00	\$0.00	\$0.00	\$102,279.60	\$102,279.60	\$0.00
	M5TR-2015-03-05-00	THSD-Travel Sponsorship Training	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	405d Mid Training Total		\$0.00	\$0.00	\$0.00	\$344,987.70	\$344,987.70	\$174,080.50
405d Mid Other Based on Problem ID								
	M5OT-2015-03-01-00	Scott City Police-SEMO DWI Taskforce	\$0.00	\$0.00	\$0.00	\$3,493.09	\$3,493.09	\$3,493.09
	405d Mid Other Based on Problem ID Total		\$0.00	\$0.00	\$0.00	\$3,493.09	\$3,493.09	\$3,493.09
405d Impaired Driving Mid								
	M5X-2015-03-00-00	THSD-Statewide 405d Mid HVE	\$0.00	\$2,158,997.96	\$0.00	\$4,051,656.93	\$4,051,656.93	\$4,000,000.00
	405d Impaired Driving Mid Total		\$0.00	\$2,158,997.96	\$0.00	\$4,051,656.93	\$4,051,656.93	\$4,000,000.00
MAP 21 405d Impaired Driving Mid Total			\$0.00	\$2,158,997.96	\$0.00	\$8,635,991.83	\$8,635,991.83	\$6,611,716.08
MAP 21 405f Motorcycle Programs								
	M9MA-2015-12-00-00	THSD-Statewide 405f Motorcyclist Awarene	\$0.00	\$63,494.52	\$0.00	\$178,978.08	\$178,978.08	\$0.00
	M9MA-2015-12-01-00	THSD-Motorcycle Safety Awareness	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	405f Motorcyclist Awareness Total		\$0.00	\$63,494.52	\$0.00	\$253,978.08	\$253,978.08	\$0.00
MAP 21 405f Motorcycle Programs Total			\$0.00	\$63,494.52	\$0.00	\$253,978.08	\$253,978.08	\$0.00
NHTSA Total			\$0.00	\$5,938,242.79	\$0.00	\$50,648,459.65	\$50,648,459.65	\$22,673,209.50
Total			\$0.00	\$5,938,242.79	\$0.00	\$50,648,459.65	\$50,648,459.65	\$22,673,209.50

**Fiscal Year
2015**

Equipment List

Fiscal Year 2015 Equipment List

Agency	Item Detail	Budget	Source	Project Number
Traffic and Highway Safety	Six new BAT vans will be purchased for the following agencies Missouri State Highway Patrol, Kansas City PD, Jackson County Sheriff's Dept., St. Charles County PD, Franklin County Sheriff's Dept., Greene County Sheriff's Dept. Vehicle type to be determined (TDB) per Buy America Act.	\$800,000.00	405d	15-M5HVE-03-072
Missouri Safety Center	Breath test instruments 12 DMT's and 6 ECIR2.	\$120,600.00	154AL	15-154-AL-001
Traffic and Highway Safety	Four Digital Ally in-car video cameras @ \$5,500.00 each, one fully equipped DWI car TBD per Buy America Act \$36,000.00.	\$58,000.00	405d 154AL	15-M5HVE-03-048 15-154-AL-136
St. Louis County Police Department	Scene Lighting for Sobriety Checkpoints. Brand TBD per Buy America Act.	\$8,750.00	405d	15-M5HVE-03-059
Jefferson County Sheriff's Dept.	Two radar speed trailers. Brand TBD per Buy America Act.	\$18,000.00	402	15-PT-02-040
Franklin County Sheriff's Dept.	Three patrol vehicles. Brand TBD per Buy America Act.	\$56,720.00	405d	15-M5HVE-03-015
Boone County Sheriff's Dept.	One radar speed trailer. Brand TBD per Buy America Act.	\$9,600.00	402	15-PT-02-094

NHTSA

Program Assessments

The NHTSA Program Assessments are included in this section. The assessments and recommendations are in various stages of completion and include the following:

- Occupant Protection
- Occupant Protection Children
- Motorcycle
- Impaired Driving
- Standardized Field Sobriety Testing
- Traffic Record

MISSOURI

Occupant Protection Program Assessment

March 31 – April 4, 2014



ASSESSMENT TEAM MEMBERS

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Cathy Gillen

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ACKNOWLEDGEMENTS

The assessment team would like to acknowledge and thank the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) Director Leanna Depue and Program Administrator Bill Whitfield for their support, level of effort, and commitment to occupant protection in Missouri. Special thanks goes to Occupant Protection Coordinator Scott Jones for his exemplary support in developing the assessment agenda, administering the questionnaires, compiling briefing materials, and providing logistical support to the team.

The team would also like to acknowledge the hard work and dedication of the Missouri Coalition for Roadway Safety, staff representatives from OHS, MoDOT, the Missouri State Highway Patrol (MSHP), local law enforcement (Boone County Sheriff's Office, Creve Coeur Police Department, Joplin Police Department, Kansas City Metro Police Department, St. Louis County Police Department and Willow Springs Police Department), Lincoln County Health Department, Missouri Safety Center, Missouri Safe Kids, ThinkFirst Missouri and others, many of whom volunteered their time to share their knowledge and expertise during the assessment. Thanks to everyone committed to *Saving Mo Lives* on Missouri roadways.

This assessment could not have been conducted without the guidance and involvement from the National Highway Traffic Safety Administration's regional and headquarters staff: Susan DeCourcy, Janice Hartwill-Miller, Amy Schick and Laura Dunn; and support from their supervisors, Region 7 Administrator Chris Murphy and Occupant Protection Division Chief Maria Vegega. Special thanks also goes to Laura Nichols, who served as the administrative consultant for this assessment.

Notes:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites, and other materials. Sources may not be consistent. Some copyrighted material has been used under the "Fair Use" Doctrine of the U.S. copyright statute.

ASSESSMENT BACKGROUND

The purpose of the Occupant Protection Program Assessment is to provide the State of Missouri with a comprehensive review of its occupant protection program by identifying strengths, accomplishments, and challenges. In addition to using data and other resources, this report provides valuable insights for occupant protection program planning.

The assessment process provides a systematic approach for measuring progress by following the format of the *Uniform Guidelines for State Highway Safety Programs, Guideline No. 20, Occupant Protection* (November 2006). These guidelines offer direction to states in formulating their plans for highway safety efforts that are supported with 23 U.S.C. Section 402 (State and Community Highway Safety), 23 U.S.C. Section 405(b) (Occupant Protection) and other grant funds. The guidelines provide a framework for developing a balanced highway safety program and serve as a tool with which states can assess the effectiveness of their own programs.

All states, in cooperation with their political subdivisions, should have a comprehensive occupant protection program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, aggressive enforcement, public information, education, and incentives is necessary to achieve lasting increases in occupant protection usage, which will prevent fatalities and decrease the number and severity of injuries.

The National Highway Traffic Safety Administration (NHTSA) staff facilitated the Occupant Protection Program Assessment. Working with the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS), NHTSA recommended a team of five individuals with proven expertise in various aspects of occupant protection program development, implementation, and evaluation. Efforts were made to select a team that reflected the needs and interests expressed by OHS.

The assessment consisted of a thorough review of state-provided occupant protection program briefing materials and interviews with state and community-level program directors, coordinators, advocates, law enforcement personnel, and OHS staff. The conclusions drawn by the assessment team were based primarily upon the facts and information provided in the briefing materials and by the various experts who made presentations to the team.

Following completion of the interviews on Wednesday, April 2, 2014, the team convened to review and analyze the information presented. On Friday, April 4, 2014, the team briefed OHS and other invited guests on its findings and discussed major points and recommendations.

The assessment team noted that many occupant protection and general traffic safety activities are conducted throughout Missouri. It is not the intent of this report to thoroughly document all of these successes, nor to give credit to the large number of individuals at all levels who are dedicated to traffic safety. By its very nature, the report focuses on areas where further improvements can be made. Please consider this report as constructive criticism. It is an attempt to provide assistance at all levels for improvement, which is consistent with the overall goals of assessments.

This report is a consensus report. The recommendations provided are based on the unique characteristics of Missouri and what the assessment team members believe Missouri, its political subdivisions, and partners can do to improve the reach and effectiveness of the occupant protection program.

Missouri conducted a NHTSA occupant protection assessment in 2009. In addition to utilizing this current assessment report for occupant protection planning, the team strongly encourages OHS to continue using the 2009 assessment recommendations. Some recommendations from the previous assessment are now reinforced in this document to highlight their importance and reinforce that their implementation is key to improving Missouri's occupant protection program.

This Occupant Protection Program Assessment Report is not a NHTSA document and it belongs to OHS. Missouri is strongly encouraged to use the assessment report as the basis for making program improvements, assessing legislative priorities, providing additional training opportunities, evaluating funding priorities, and shaping future strategic highway safety plans.

EXECUTIVE SUMMARY

The state of Missouri, in cooperation with the National Highway Traffic Safety Administration (NHTSA), initiated an Occupant Protection Program Assessment. During the February 14, 2014 pre-assessment conference call, the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) asked the team of independent experts to identify practical strategies that a secondary enforcement law state can utilize to increase overall seat belt usage, strategies to increase teen seat belt use, and innovative enforcement approaches. Particular attention was given to these areas.

Recommendations from this assessment are intended to guide OHS toward improvements in program management; regulations, legislation and policy; law enforcement; communication; occupant protection for children; outreach; and data and evaluation.

OHS, the Missouri Coalition for Roadway Safety, and other dedicated partners are committed to improving highway safety. By 2016, Missouri is committed to having 700 or fewer traffic fatalities on its roadways.

OHS guides Missouri's overall highway safety program, identifies the most critical statewide traffic safety needs, awards and monitors highway safety grants, and coordinates high visibility enforcement mobilizations such as Click It or Ticket/Click It for Life. OHS takes a thorough approach in assessing the state's occupant protection challenges that run the gamut, from decreasing the overall number of crashes (fatal, injury and property damage only) to reducing unrestrained fatality crashes and increasing observed seat belt use rates. OHS relies heavily on performance management and observational surveys to assess program efficacy.

Since 2005, Missouri has seen a 40 percent reduction in motor vehicle fatalities. In 2013, 757 people were killed in traffic crashes, the lowest number since 1945. Despite this noteworthy progress, Missouri has struggled to see meaningful increases in its seat belt use rate over the past ten years, ranging from 76 percent in 2004 to 80.1 percent in 2013. Missouri's teen seat belt usage rate stands at 67 percent. In 2013, sixty-three percent of all vehicle occupants fatally injured were unbelted and nearly 8 out of 10 vehicle occupants age 15-25 died unrestrained.

With 33,000 miles of state-owned and maintained roadways, Missouri's state road system is the 7th largest in the country. Roughly 75 percent of fatalities occur on the major state-owned roads. The "off (county/city) system" consists of 96,000 road miles. Similar to national trends, Missouri seat belt use compliance in rural areas is generally lower than more populated areas. Young men, pickup truck drivers and minorities are also less likely to buckle up.

Missouri, known as the "Show-Me State", has highly varied geography and is the 21st largest and the 18th most populous of the 50 United States. According to the 2010 U.S. Census, more than six million people live in Missouri with over half of Missourians residing within the St. Louis and Kansas City metropolitan areas.

Recently, MoDOT underwent significant staffing reductions. OHS was not immune to these reductions. Despite the staffing downsize, OHS manages more than 400 contracts with a \$3.4 million contracted budget in FY 2014 for occupant protection.

The state of Missouri has a secondary enforcement seat belt law for adults in the front seat of passenger vehicles. There is no seat belt law for adult rear seat occupants. With little political will at the state level, largely due to freedom of choice concerns, Missouri's prospect of upgrading to primary enforcement at the current time is bleak. To Missouri's credit, the state leads the way in enacting local primary enforcement seat belt law ordinances. Currently 21 percent of Missouri's population is covered by 39 local primary belt ordinances. This offers a unique opportunity to mitigate secondary law enforcement challenges and reduce serious injuries and fatalities on Missouri's roadways.

While there are a number of dedicated CPS professionals in Missouri, opportunity exists to better reach children between the ages of 8 and 18.

With 114 counties and more than 600 law enforcement agencies in the state, OHS has three staff liaisons that work to recruit and maintain enforcement agencies to participate in year round and/or mini-grant opportunities. Given the diversity of Missouri's police departments, ranging from larger metropolitan departments which are very traffic-minded to smaller sheriffs' offices that opt not to enforce traffic safety, opportunity exists to educate more law enforcement personnel on the importance of buckling up.

Further opportunity exists to refine the target audiences and educate minority and higher-risk groups through traditional and non-traditional communication mediums.

Despite Missouri's many challenges, OHS staff and those interviewed as part of this assessment are dedicated to improving highway safety for all Missourians. Each person brings his or her own unique expertise and experience that should be leveraged to the fullest capacity.

Using occupant protection is the single most effective habit Missourians can do to protect themselves in a crash and *Arrive Alive*. Based on the fundamental elements of the *Uniform Guidelines for State Highway Safety Programs for Occupant Protection*, this assessment report identifies Missouri's strengths and challenges and provides recommendations for the major occupant protection program areas.

KEY RECOMMENDATIONS

*(Note: Key Recommendations are **BOLDED** in each individual section)*

- **Task regional coalitions and the Occupant Protection Subcommittee of the Missouri Coalition for Roadway Safety with the creation, development, and implementation of new initiatives in occupant protection.**
- **Develop the will for political change through grassroots community advocacy, leveraging influential organizations, and generating visible public and private support.**
- **Establish a Law Enforcement Liaison (LEL) program. The position(s) should be staffed by former law enforcement personnel who have the ability to garner the support of law enforcement executives to work toward the highway safety goals of OHS. The LELs should also be able to coordinate and facilitate training programs to better inform the law enforcement community about highway safety concerns, practices and procedures.**
- **Enforcement of occupant protection laws needs to be emphasized on a year-round basis. Law enforcement agencies should make enforcement of these laws a priority of their patrol personnel on a daily basis.**
- **Conduct a Child Occupant Protection Observational Survey for the entire 0 to 18 year old spectrum for a baseline.**
- **Conduct an annual Child Passenger Safety (CPS) conference/summit to update technicians, provide opportunities for re-certification and CEUs, and foster networking opportunities.**
- **Explore alternative funding sources to purchase child safety seats for distribution programs.**
- **Establish strong partnerships with organizations such as the statewide Parent Teacher Association (PTA) or local PTAs and the state or local chapters of American Academy of Pediatricians (AAP) to distribute occupant protection education materials to parents.**
- **Establish new partnerships with large employers in the state to distribute occupant protection safety education materials. Provide large employers with model seat belt use policies to implement for employees.**
- **Create partnerships and implement occupant protection programs with faith-based organizations.**
- **Use surveys/questionnaires to track message retention and behavior changes after public information and education campaigns are conducted.**

KEY RECOMMENDATIONS (continued)

- Use evidence-based research to raise support among the general population, legislators and other community leaders for primary enforcement laws.
- **Evaluate the effectiveness of local primary ordinances across the state of Missouri.**
- Do more in-depth analyses of unbelted fatalities and disabling injury crashes occurring at nighttime.
- Ensure that evaluation results are an integral part of program planning and problem identification. Evaluate the effectiveness of all current occupant protection programs including inputs and results.

1. PROGRAM MANAGEMENT

GUIDELINE:

Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The Missouri Occupant Protection Program is administered by the Office of Highway Safety (OHS) in the Traffic and Highway Safety Division of the Missouri Department of Transportation (MoDOT) with highly experienced and dedicated traffic safety professionals.
- The Missouri Coalition for Roadway Safety (MCRS) serves as the state traffic safety coalition for goal-setting, planning, and coordination. The MCRS is composed of an executive committee, ten state-level subcommittees, and seven regional coalitions.
- Regional coalitions are composed of a variety of traffic safety professionals, volunteers, and advocates. Participants report that satisfaction in and effectiveness of the coalitions are high to very high.
- The Executive Committee of the MCRS provides the leadership for Missouri's Strategic Highway Safety Plan (SHSP), entitled *Missouri's Blueprint to Save More Lives*.
- The SHSP identifies the vision, mission, and goal for traffic safety in Missouri:
 - Vision: Continuously Moving Missouri toward Zero Deaths
 - Goal: 700 or Fewer Fatalities by 2016
 - Mission: To make travel on Missouri's roadways safer through a partnership of committed local, state, federal, public and private organizations.
- "Increasing Safety Belt Use" is among the nine strategies in the SHSP to reduce traffic injuries and fatalities. The SHSP also incorporates "Unrestrained Drivers and Occupants" as

a focus area. A comprehensive core of strategies for this focus area includes education, enforcement, engineering, and public policy.

- Six identified and measurable performance measures are tracked to determine the progress of occupant protection programs.
- The State has selected a goal to increase statewide seat belt usage by two percentage points annually such that an 87 percent rate is achieved by 2015.
- OHS includes a designated Occupant Protection Coordinator. The Coordinator is an experienced grant manager and traffic safety leader.
- The Executive Committee of the MCRS approved the establishment of a statewide Occupant Protection Subcommittee. The subcommittee will be chaired by the State Occupant Protection Coordinator within OHS. It is planned to be implemented by July 1, 2014.
- In FY 2014, OHS planned to develop a multi-year strategic plan for occupant protection in conjunction with an Occupant Protection Summit. The goal is to complete this plan by July 1, 2014.
- OHS is working with the Centers for Disease Control and Prevention (CDC) to support the strategic planning process. CDC is interviewing various persons in the state, to be followed by a workshop, and concluding with a report with recommendations and results.
- According to the 2014 Highway Safety Program Cost Summary (June 2013), a significant amount of funds has been planned to support occupant protection efforts. These include, but aren't limited to:

2014 Planned Occupant Protection Funds		
Federal Fund Source	Amount	State/local
Section 402 (OP)	\$ 870,149	
MAP-21 (Section 405b)	\$ 900,000	\$ 225,000
Section 2011	\$ 504,462	\$ 264,500
TOTAL	\$ 2,274,611	\$ 489,500

[These amounts do not include, for example, Community Traffic Safety projects (\$208,130), Safe Communities projects (\$179,287), and Child Restraint projects (\$80,000).]

- Additional resources are available to local projects through the regional MCRS coalitions. The regional coalitions develop traffic safety plans and manage state funds for projects to implement those plans. These projects for enforcement, public information and education supplement and support state programs and campaigns.
- The state occupant protection program takes a comprehensive approach that combines program management, legislative and policy efforts, law enforcement, public information and education, child passenger safety, and program evaluation.

- Based on crash data and observational surveys, identified primary target groups for occupant protection include teens, rural drivers and passengers, young males, and pickup truck drivers.
- In support of the grant application process, OHS conducts regional workshops for existing and potential grantees. Packets and information that include instructions and traffic crash data are provided to attendees.
- OHS developed and implemented a grants management system that now provides web-based processes for grant application submissions, contract development, enforcement reporting, and vouchering. Users consider this system to be easy to use and helpful. Additional components are in development for reporting and training.
- Project selection is based on multiple factors to help determine the potential for project success. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (NHTSA) serves as a reference document for project development and selection.
- Project ideas come from a variety of sources such as sharing with other states, research reports, and meetings and events such as the national Lifesavers traffic safety conference.
- Consolidation of the administration of Click It or Ticket mini-grants with the Missouri Safety Center eases the time spent on basic grant management tasks by OHS staff for this program while maintaining quality control and oversight.

1B. CHALLENGES

- In 2012, OHS was reduced by six full time employees (FTEs) as part of an overall 19 percent staff reduction for MoDOT.
- The designated occupant protection coordinator does not spend 100 percent of staff time on occupant protection but also carries significant responsibility in law enforcement coordination and grant management.
- The designated child passenger safety coordinator spends up to 20 percent of time on activities other than occupant protection.
- Successful projects have operated in pockets of the State for several years but have not expanded statewide. These projects, such as Battle of the Belts in various high schools, are time and personnel intensive. With limited staff at the state and regional level, it is difficult to grow these types of programs.
- Due to programming constraints, it is difficult to create, develop, and implement new initiatives that could energize the public and the highway safety community.

- While there are numerous meetings and traffic safety conferences, there has not been a state conference that focuses specifically and solely on occupant protection programs and issues.
- Different funding streams result in multiple applications and grants to the same grantee. Grant program complexity may mean additional staff time for all involved.

1C. RECOMMENDATIONS

- Incorporate recommendations from this assessment and the Centers for Disease Control and Prevention (CDC) initiative in developing the State's comprehensive occupant protection strategic plan.
- Conduct a functional job analysis for an occupant protection coordinator to determine what tasks are essential to Office of Highway Safety (OHS); contract, grant, or transfer functions to create a full-time occupant protection coordinator position within OHS.
- Expand identified, successful projects statewide.
- **Task regional coalitions and the Occupant Protection Subcommittee of the Missouri Coalition for Roadway Safety with the creation, development, and implementation of new initiatives in occupant protection.**
- Conduct a state conference for current and new partners in occupant protection; use this conference to gain renewed commitment to occupant protection programs and policies.
- Continue to simplify and streamline grant management processes.
- Continue development and increase use of the online grants management system.

2. LEGISLATION/REGULATION AND POLICY

GUIDELINE:

Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*

Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in

2A. STRENGTHS

- Missouri was among the first states to adopt a seat belt law, implementing secondary enforcement legislation in 1985.
- There are committed, dedicated and persistent safety advocates in the State, including the top leadership of the Missouri Department of Transportation, who continue to promote occupant protection and support policy initiatives. For example, the former president of the St. Louis Area Police Chiefs Association was instrumental in obtaining a primary enforcement ordinance for the city of Creve Coeur.
- Thirty-eight cities and one county have passed local ordinances which permit traditional (i.e., primary) enforcement. These ordinances cover over 1 million people, 21 percent of

Missouri's population. The safety advantages and cost savings of implementing primary enforcement have been persuasive in the passage of these ordinances.

- Factual information regarding state law and the potential of primary enforcement and a higher fine is provided to the public and to state legislators.
- Significant planning documents, such as *Missouri's Blueprint to Save More Lives*, have reiterated the safety community's commitment to upgrade state and local requirements by designating key strategies to:
 - enact a primary safety belt law.
 - expand the number of local primary safety belt ordinances.
- Occupant protection legislation covers all drivers and front seat passengers (Section 307.178 RSMo), persons less than eighteen years of age operating or riding in a truck (Section 307.178 RSMo), and a child less than sixteen years of age (Section 307.179 RSMo).
- Under designated circumstances, failure to wear a safety belt may be admitted in a case to mitigate damages.
- The State's child passenger safety law (Section 307.179 RSMo) requires use of an appropriate child passenger safety system which meets federal standards for:
 - Children less than four years of age, regardless of weight, and
 - Children weighing less than 40 pounds, regardless of age.
- Section 307.179 RSMo requires use of an appropriate restraint system or booster seat which meets federal standards for children at least four years of age but less than eight years of age who also weigh at least 40 pounds but less than 80 pounds and who are also less than four feet nine inches tall.
- Section 307.179 RSMo requires use of a vehicle safety belt or appropriate booster seat which meets federal standards for children at least 80 pounds or more than four feet nine inches tall.
- Violation of subsections of Section 307.179 RSMo for children less than or equal to 80 pounds or less than or equal to four feet nine inches tall may result in a fine of up to \$50 plus court costs.
- Lincoln County, Missouri, has an ordinance prohibiting the sale of used car seats. This is the only ordinance of its kind in the country.
- The Highway and Transportation Commission is charged with implementing a program to educate and ensure compliance with the State's occupant protection laws.

- Missouri law (Section 304.665 RSMo) prohibits a person under 18 years old from riding in the unenclosed bed of a truck with a licensed gross weight of less than 12,000 pounds.
- Under Missouri's graduated driver licensing (GDL) provisions (Section 302.178 RSMo):
 - An intermediate driver's license requires that the driver and all passengers wear seat belts at all times.
 - Some limited restrictions are made on permissible nighttime driving. An intermediate driver's license holder is prohibited from driving between the hours of 1:00 a.m. and 5:00 a.m. unless accompanied by a legally-designated individual unless the travel is to or from school or educational program or activity, a regular place of employment or in emergency situations as defined by regulation. (See also "Challenges" below.)
 - For the first six months of an intermediate driver's license, there may be only one passenger under the age of 19 who is not a member of the holder's immediate family. After the first six months, there may be no more than three passengers under 19 years of age who are not members of the holder's immediate family.
- State of Missouri Administrative Policy (SP-4, Revised May 15, 2008) requires that all occupants of state vehicles or private vehicles operated on state business "shall use safety restraints where equipped".
- According to the Missouri Department of Transportation Employee Handbook (September 2013), employees are required to use seat belts when driving or riding in a department vehicle.
- The Office of Highway Safety (OHS) requires all grantees to have an employee seat belt policy.
- Research specific to Missouri - *Evaluation of a County Enforcement Program with a Primary Seat Belt Ordinance: St. Louis County, Missouri* (NHTSA 2010) and *Estimated Minimum Savings to the Medicaid Budget in Missouri by Implementing a Primary Seat Belt Law* (NHTSA 2007) - has documented the advantages of primary enforcement in lives saved, injuries prevented, and cost savings.
- Federal commercial motor vehicle regulation (§392.16: Use of seat belts) requires that a commercial motor vehicle which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly.
This regulation is supported by the Commercial Motor Vehicle Safety Program which provides funds for inspection, enforcement, and education.
- OHS is developing the *Primary Safety Belt Ordinance Toolkit* to assist local governments in adopting primary seat belt ordinances. The toolkit includes a model primary seat belt ordinance, crash data, maps, and seat belt survey results.

2B. CHALLENGES

- Since first passed in 1985, Missouri has been unable to upgrade its seat belt law to allow for standard enforcement. Therefore, despite the fact that failure to wear a seat belt is illegal, law enforcement is unable to appropriately and adequately enforce the law.
- The political climate and belief in the primacy of personal freedom have not been conducive to passing upgrades to the State's occupant protection laws. According to the Highway Drivers Survey (Missouri Department of Transportation 2012), about half of respondents wish to keep the seat belt law as secondary (51 percent) and prefer to keep the penalty as is (52.9 percent).
- There has not been sufficient, influential support from certain individual leaders, such as some state and local elected officials and powerful professional and business organizations, to achieve legislative change.
- Missouri's occupant protection legislation does not meet the following requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 405(b) grant program and increase occupant protection:
 - The State must provide for imposition of a fine of not less than \$25 per unrestrained occupant. Missouri's seat belt law (Section 307.178 RSMo) provides for a fine not to exceed \$10. Section 307.179 (2) (4) RSMo, requiring use of a seat belt or booster seat for children at least 80 pounds or more than four feet nine inches tall, also provides for a fine not to exceed \$10. A \$10 fine is the lowest in the country and is generally considered insufficient to influence those who fail to wear a seat belt.
 - There must be no gaps in coverage in the State occupant protection laws. Missouri law does not cover back seat occupants in passenger vehicles 16 years or older. Pickup truck drivers and passengers 18 years of age or older are also exempt.
- Under Section 307.178 RSMo, no court costs may be imposed for failure to use a seat belt.
- No points on a person's driver license may be assessed for violating the seat belt law.
- Charges for violation of Section 307.178 (1), (2), or (3) shall be dismissed or withdrawn if the driver, prior to or at hearing, provides satisfactory evidence of acquisition of child passenger restraint system or child booster seat. It is unknown as to what is required to show "satisfactory evidence of acquisition". Correct installation is not required and may not be expected.
- Several exemptions in Missouri law (Section 304.665 RSMo) allow passengers under 18 years old to ride in the unenclosed bed of a pickup truck under certain circumstances. Exemptions include, but are not limited to:

- roads that are not part of the state or federal highway system or within the corporate limits of any city;
 - if there is any means to prevent or secure a passenger from being thrown, falling or jumping from the truck; and
 - if the truck is being operated solely for the purposes of participating in a special event and there is a lack of available seating. A “special event” is “a specific social activity of a definable duration which is participated in by the person riding in the unenclosed bed”.
- The State’s Graduated Drivers License (GDL) provisions do not appear to meet the requirements to qualify Missouri for the State GDL Grant Program (Section 1200.26) of MAP-21. For example, the Interim Final Rule (IFR) imposes a restriction on nighttime driving between 10 p.m. through 5 a.m. when intermediate drivers are most at risk. While the IFR allows exceptions in the case of emergency, it does not permit other exceptions during the restricted driving hours. Missouri provisions do not meet these specifics as noted above.
 - Provisions for a temporary instruction permit prior to an intermediate driver’s license (Section 302.130 RSMo) do not include any passenger restrictions or nighttime driving restrictions or incorporate seat belt use requirements.
 - Driver education, other than behind-the-wheel instruction, is not required to obtain a driver license in Missouri.
 - A local seat belt ordinance with primary enforcement has been challenged in court. A circuit court upheld the validity and constitutionality of the ordinance. However, the decision of the circuit court has been appealed. At the time of this assessment, a decision on the appeal had not been made.

2C. RECOMMENDATIONS

- **Develop the will for political change through grassroots community advocacy, leveraging influential organizations, and generating visible public and private support.**
- Provide for standard primary enforcement statewide for all occupant protection laws.
- Increase the fine for occupant protection laws that currently allow for a maximum \$10 fine to a minimum of \$25.
- Ensure there are no age gaps in the State’s occupant protection laws.
- Allow court costs to be imposed for violations of the State’s occupant protection laws.
- Attach points to a driver license for violation of occupant protection laws.

- Reduce the number of exemptions that allow young passengers to ride in the open bed of a pickup truck.
- Determine whether child passenger violations are waived on the presentation of a purchase receipt or car seat; encourage judges and prosecutors to work toward requiring a child passenger safety technician's determination of an appropriate child restraint properly installed prior to waiver of a fine.
- Upgrade graduated driver licensing requirements to comply with the State Graduated Driver Licensing Grant Program (MAP 21), including a restriction on nighttime driving between 10 p.m. through 5 a.m. for intermediate drivers.
- Require in-class driver education to qualify for a driver license for those under the age of 18.
- Distribute a *Primary Safety Belt Ordinance Toolkit* to assist local governments considering a primary ordinance.

3. LAW ENFORCEMENT

GUIDELINE:

Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Utilization of Law Enforcement Liaisons (LELs), for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- The Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) requires all law enforcement agencies applying for grant funds to have a seat belt use policy within their agencies. There is a specific block on the electronic application for funds that must be marked in the affirmative indicating such a seat belt use policy exists.
- There is strong law enforcement participation during national and state occupant protection mobilizations, i.e. Click It or Ticket and Youth Safety Belt Enforcement Campaign.
- Crash trend updates are regularly distributed throughout the state by OHS.
- Electronic crash reporting provides a means for near real-time crash data and the ability to more quickly identify problem areas.
- Law enforcement agencies are permitted to conduct vehicle equipment and licensing checkpoints during which enforcement of occupant protection laws may take place.

- The Missouri State Highway Patrol (MSHP) has a zero tolerance policy toward occupant protection enforcement which requires troopers to cite violators of the state's occupant protection laws when a traffic stop is made upon other probable cause.
- Seat Belt Convincers and rollover simulators are available for demonstrations through the MSHP and some local agencies.
- There are 39 jurisdictions within Missouri that have adopted local ordinances that enable their law enforcement officers to enforce seat belt violations as a primary offense.
- MoDOT provides signs to local jurisdictions that have adopted primary seat belt enforcement ordinances to help advertise that seat belt violations may be enforced as a primary offense.
- OHS has an online reporting system for law enforcement agencies to report their activities during occupant protection mobilizations.
- Many law enforcement agencies participate in one of the seven regional roadway safety coalitions.
- OHS holds an annual Highway Safety Conference for law enforcement officers that includes educational sessions on occupant protection.
- Electronic ticketing (e-ticketing) is available to many law enforcement officers which enables them to more efficiently issue citations for multiple violations.
- Law enforcement agencies throughout the State work closely with one another and the MSHP.
- Funding for law enforcement is available through both OHS and the Missouri Roadway Safety Coalition.

3B. CHALLENGES

- OHS does not have a Law Enforcement Liaison (LEL) program. Existing staff must undertake the role of liaison in addition to their administrative and programmatic responsibilities. This limits the frequency with which they can interact with and assist those law enforcement agencies who may be struggling in achieving advances in occupant protection usage rates. Personnel with a law enforcement background would garner greater cooperation and more participation from law enforcement partners.
- There appears to be a lack of year-round enforcement of occupant protection laws outside of enforcement waves where grant funding is available to pay for overtime.

- In law enforcement agencies with specialty traffic enforcement units, most enforcement for occupant protection violations comes from the few officers assigned to those units rather than from the vastly larger number of personnel assigned to uniformed and other patrol functions.
- While most, if not all, law enforcement agencies have written policies requiring their personnel to use seat belts when operating department vehicles, there are still officers who do not regularly wear their seat belts while on duty and their departments do not fully enforce department regulations requiring usage.
- Confusion exists among law enforcement personnel regarding child passenger safety laws. This likely contributes to some reluctance in taking enforcement action.
- There appears to be no clear plan for nighttime enforcement of occupant protection laws.
- Enforcement data appears to be collected for only that enforcement conducted on OHS funded overtime or during OHS enforcement campaigns.

3C. RECOMMENDATIONS

- **Establish a Law Enforcement Liaison (LEL) program. The position(s) should be staffed by former law enforcement personnel who have the ability to garner the support of law enforcement executives to work toward the highway safety goals of OHS. The LELs should also be able to coordinate and facilitate training programs to better inform the law enforcement community about highway safety concerns, practices and procedures.**
- **Enforcement of occupant protection laws needs to be emphasized on a year-round basis. Law enforcement agencies should make enforcement of these laws a priority of their patrol personnel on a daily basis.**
- Develop short roll-call type training that may be presented in person or by video that includes messaging on the importance of occupant protection enforcement and information on the occupant protection laws. This training should also include information on effective enforcement techniques including those that can be used for nighttime enforcement.
- Emphasize consistent year-round enforcement of Missouri's seat belt and child restraint laws.
- Collect all occupant protection enforcement data, not just for that performed during enforcement waves or on OHS-funded overtime.
- Implement a nighttime occupant protection enforcement strategy.

4. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:

Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

4A. STRENGTHS

- Missouri has a primary child restraint law for children under age eight and a seat belt law for children and teens ages 8 to 18. (Missouri has a secondary seat belt law for all drivers, a primary child restraint law for children under age eight and the Graduated Driver's License Law requires all 16-18 year old drivers and their passengers to wear a seat belt).

- The State continues to support Child Passenger Safety (CPS) training using the current National Highway Traffic Safety Administration (NHTSA) standardized curriculum.
- Eight to twelve CPS Technician classes are sponsored by the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) each year. Other partners are leveraging funding to support additional CPS Technician classes in the State.
- A CPS observational survey is scheduled to be conducted this year.
- A teen observational seat belt survey is conducted annually at 150 high schools across the state.
- There are 198 inspection stations within the State where families can have their child safety seats inspected by certified CPS technicians.
- There are child safety seats available for distribution/education/installation in the State.
- The State currently has 970 certified CPS technicians, 38 CPS instructors and one instructor candidate.
- In 2013, the State had a CPS technician re-certification rate of 58.0 percent. Nationally, the re-certification rate was 58.5 percent.
- The State re-certification rate for the first three months of 2014 is 71.7 percent. Nationally, the re-certification rate is 54.4 percent for the same time period.
- The Missouri State Highway Patrol (MSHP) has a certified CPS instructor in each troop location and is able to assist counties where no inspection station or other technician exists. The MSHP instructors assist with training as needed. Local programs have access to rollover simulators and convincers through the seven MSHP districts.
- A ten person volunteer CPS Advisory Committee assists OHS with CPS programs across the State.
- A Kids N Motion Update is provided to all instructors in the State each time it is updated.
- Recognizing that it is sometimes difficult for law enforcement to attend a CPS Certification course, the law enforcement basic awareness courses are offered Statewide.

4B. CHALLENGES

- A CPS Technician or Instructor Technical Update is not available statewide nor is a CPS Update provided to the CPS Advisory Committee. There are few opportunities for CPS Technicians to earn CEUs within the State.

- Funds for child occupant protection training and equipment may at some time in the near future (2015) be reduced significantly. The 2011(d) funding is no longer available. However, funding will continue (maintenance of effort) with MAP21 funding through 2015.
- There does not appear to be a coordinated, consistent, and statewide effort to reach children between the ages of 8 and 14.
- Children are often the best advocates for occupant protection in family vehicles. However, there appear to be limited statewide programs to develop children as advocates.
- It is unknown whether hospitals in the State have written CPS discharge policies.
- There is little evidence of consistent enforcement of CPS laws.
- Team Spirit is celebrating their 20th anniversary this year but has not been rigorously evaluated.

4C. RECOMMENDATIONS

- **Conduct a Child Occupant Protection Observational Survey for the entire 0 to 18 year old spectrum for a baseline.**
- **Conduct an annual Child Passenger Safety (CPS) conference/summit to update technicians, provide opportunities for re-certification and CEUs, and foster networking opportunities.**
- Include appropriate CPS messaging for children up to 18 years old in paid and earned media, with special emphasis on pre-teens and booster seat aged children.
- Develop standardized language so that advocates in the State can convey the urgency of using booster seats until the adult seat belt fits properly.
- **Explore alternative funding sources to purchase child safety seats for distribution programs.**
- Provide hospitals with model discharge policies and strongly encourage them to develop and implement a written discharge policy on how they will inform parents of the requirements of CPS laws. A model policy will be available on the National Child Passenger Safety Board website.
- Encourage law enforcement to aggressively enforce CPS laws.
- Conduct an evaluation of the impact of the Team Spirit program on traffic safety.

5. OUTREACH PROGRAM

GUIDELINE:

Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers.

a. Diverse Populations

Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*
- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students;*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, “Increasing Seat Belt Use in the United States” as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

5A. STRENGTHS

- A large number of energetic and dedicated partners promote highway safety across the State.
- The Missouri Coalition for Roadway Safety (MCRS) includes a diverse group of partners in all areas across the State.
- The MCRS operates a well-crafted website, www.SaveMOLives.com, that includes a variety of current, comprehensive, and useful information.
- The Missouri Department of Transportation (MoDOT) staff frequently shares relevant safety information on its Facebook page to its large following of almost 25,000 fans.
- Battle of the Belt is a popular high school program throughout many areas of the State.
- The Missouri State Highway Patrol (MSHP) employs a large, active team of 13 public information officers (PIOs) across the state. This team of PIOs is extremely engaged in occupant protection efforts.
- The MSHP creates its own highway safety programs and materials such as videos and graphics. The PIOs regularly share this information with all interested parties across the state.
- The MSHP’s website offers a variety of highway safety information.
- There are several strong sports marketing partnerships with teams such as the University of Missouri and the St. Louis Cardinals. These partnerships allow for educating fans through a variety of mediums including radio, billboards, television, stadium banners, etc.

5B. CHALLENGES

- There are not many programs to reach younger audiences that have outgrown a booster seat but aren't yet driving age.
- There is limited emphasis on outreach programs to minority populations with low occupant protection usage.
- There are few examples of partnerships and programs with employers to promote occupant protection.
- Currently, no teen safety education campaigns/materials or programs are geared toward parents.

5C. RECOMMENDATIONS

- Work with partners to implement/fund tween programs that are already in place such as the Safe Kids "Countdown 2: Drive" program.
- Build partnerships with minority organizations such as the Hispanic Chamber of Commerce, NAACP, etc. to help create and disseminate appropriate occupant protection messages. (Reference: "Closing the Circle: A Multi-Cultural Primer for State Highway Safety Offices" on the Governor's Highway Safety Association website.)
- Implement a traffic safety program that students and their parents are required to attend before they are eligible to receive their high school parking permit.
- **Establish strong partnerships with organizations such as the statewide Parent Teacher Association (PTA) or local PTAs and the state or local chapters of American Academy of Pediatricians (AAP) to distribute occupant protection education materials to parents.**
- **Establish new partnerships with large employers in the state to distribute occupant protection safety education materials. Provide large employers with model seat belt use policies to implement for employees.**
- **Create partnerships and implement occupant protection programs with faith-based organizations.**

6. COMMUNICATION

GUIDELINE:

As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

6A. STRENGTHS

- The Missouri Coalition for Roadway Safety (MCRS) has a strong and active Public Information Subcommittee and each local coalition is supported by a Missouri Department of Transportation (MoDOT) Public Information Officer (PIO).
- MoDOT employs a dedicated and engaged Community Relations Specialist who works closely with the Office of Highway Safety (OHS).

- There is a good working relationship between the MoDOT Community Relations Specialist and MoDOT's advertising firm, True Media.
- The State supplies their advertising firm with timely, relevant data which they use to create their media buy plans.
- Several specific occupant protection media campaigns are conducted such as Child Passenger Safety Week, Click It or Ticket, and the Youth Seatbelt Awareness Campaign.
- A wide variety of creative paid media is being utilized to target young males such as advertisements on Pandora, outdoor advertising at gas stations on video pump tops and pump top banner ads, and digital advertising on traditionally male oriented websites such as ESPN.com.
- True Media reports that their paid advertising campaigns generate large numbers of impressions.
- The Missouri Department of Revenue hosts a website, "Parent/Guardian Role in MO Graduated Driver License (GDL) Law", that includes rights and responsibilities and a parent/teen driving agreement.

6B. CHALLENGES

- The Office of Highway Safety (OHS) does not employ a dedicated full-time Public Information Officer (PIO).
- The regional Coalition PIOs are employees of MoDOT and also work on other MoDOT issues such as construction projects and funding issues and as a result aren't focused solely on traffic safety.
- The State has a large demographic area to cover including two major media markets with a limited amount of paid advertising dollars available.
- There appears to be very little, if any, evaluations conducted after media campaigns that measure both message retention and behavior change.
- Few media materials/campaigns are available to specifically inform parents of teen drivers about the primary seat belt provisions that are a part of the State's graduated driver licensing (GDL) law.
- No media materials/campaigns are available to specifically target minority populations.

6C. RECOMMENDATIONS

- Assign at least one full-time employee to the Office of Highway Safety to be the designated Public Information Officer.
- Create a variety of materials for Missouri Coalition for Roadway Safety (MCRS) members and other traffic safety partners that include culturally sensitive messaging for minority populations.
- Create advertising and other media materials to target both parents and teens that educate them about the primary seat belt provisions as part of the State's graduated driver license (GDL) law.
- **Use surveys/questionnaires to track message retention and behavior changes after public information and education campaigns are conducted.**
- **Use evidence-based research to raise support among the general population, legislators and other community leaders for primary enforcement laws.**
- Include booster seat education in key messages to children between ages five and eight and their caregivers.

7. EVALUATION

GUIDELINE:

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- *Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- *Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- *Identify high-risk populations through observational usage surveys and crash statistics;*
- *Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- *Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- *Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- *Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- *Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- The Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) uses a variety of data sources for problem identification, setting goals, program evaluation, and measuring progress.
- The Missouri State Highway Patrol (MSHP) is the central traffic crash data collection agency for the state of Missouri. All local law enforcement agencies throughout the state provide MSHP copies of their crash reports. All of the crash reports received, along with crashes reported by MSHP, are tabulated and analyzed by MSHP.
- Missouri updated the Uniform Crash Report in 2012. Missouri revised crash report elements using Model Minimum Uniform Crash Criteria (MMUCC) data elements and has also signed a Memo of Agreement with NHTSA to adopt and use National Emergency Medical Services Information System (NEMSIS) data elements.
- Missouri has a Traffic Records Coordinating Committee (TRCC) that meets monthly. TRCC is working with custodial agencies to develop and maintain a comprehensive traffic records system.

- Missouri crash data are available using the online Statewide Traffic Accident Records System (STARS) maintained by MSHP.
- Local law enforcement agencies are encouraged to report crash data electronically using the Law Enforcement Traffic System (LETS) software. LETS provides an avenue for uploading local crash data into STARS, eliminating manual data entry, reducing wait time for usable electronic crash data, and decreasing data entry errors. OHS offers local law enforcement agencies LETS software for free in an attempt to increase electronic crash reporting.
- MSHP publishes unbelted fatal and disabling injury crash rankings for cities, counties, and unincorporated areas in the state.
- OHS and the Missouri Coalition for Roadway Safety (MCRS) regional coalitions take into account problem crash locations when distributing occupant protection grants.
- OHS shares counts of unbelted occupant fatalities with the MCRS regional coalitions every Monday. The coalitions disseminate that information regularly among their local traffic safety partners.
- OHS sets performance goals in their Highway Safety Plan based on raw number counts of occupants involved in crashes and observed occupant restraint use. OHS has identified priority target groups for occupant protection enforcement efforts based on the crash data. These include teens, rural occupants, young males, and pickup truck drivers.
- OHS routinely uses observational surveys to determine daytime seat belt use. Observational surveys of seat belt use are recurrently conducted by the Missouri Safety Center (MSC), University of Central Missouri. The observational surveys that MSC conducts include:
 - statewide daytime seat belt use among front seat occupants that meet federal register guidelines and are approved by NHTSA's National Center for Statistics & Analysis (NCSA).
 - annual survey of high school teen seat belt use.
 - biennial survey of commercial motor vehicle driver seat belt use.
- OHS tracks enforcement activities among its law enforcement agency grantees. Grantees report using a web-based electronic reporting system. Law enforcement grantees report detailed information on hours worked and provide counts of citations, warnings and arrests, and earned media information.
- Heartland Market Research LLC conducts an annual telephone survey of Missouri drivers. The survey has been conducted each of the last four years (2010-2013). The survey results provide information on trends in exposure to occupant protection enforcement messages, perceived risk of receiving a ticket for non-compliance with the adult seat belt law, and attitudes about primary enforcement seat belt laws.

7B. CHALLENGES

- OHS does not require all occupant protection grantees to consistently measure activities and report outcomes of their program efforts. While there is reasonable tracking of law enforcement program efforts focused on occupant protection, other projects do not appear to be monitored and evaluated closely.
- Little is known concerning the amount of occupant protection enforcement taking place outside of occupant protection mobilization periods.
- There is currently a one-year time lag in the completeness of the STARS crash data files.
- Children, approximately age 4 to 14, are not identified or left out of the seat belt observational surveys, making it difficult to evaluate effectiveness of programs targeting occupants in that age range.
- OHS has indicated that occupant protection at nighttime is a priority area, but there is little evidence that information or occupant protection programs in Missouri are focused on improving seat belt use at nighttime.
- Traffic safety partners use results of observational surveys to identify and target low belt use locations; however, these observational surveys are not designed to provide reliable estimates of belt use at the local level.

7C. RECOMMENDATIONS

- Encourage local agencies to use Law Enforcement Traffic System (LETS) or other similar systems that upload crash data to Statewide Traffic Accident Records System (STARS).
- Reduce average time for crash report entry into STARS.
- Provide assistance to local law enforcement agencies that may face technological challenges to coming onboard with electronic submission of crash reports.
- **Evaluate the effectiveness of local primary ordinances across the state of Missouri.**
- Develop a nighttime seat belt observational survey.
- Demonstrate and evaluate a nighttime seat belt enforcement program in primary law locations.
- **Do more in-depth analyses of unbelted fatalities and disabling injury crashes occurring at nighttime.**

- Restart the child restraint observational survey last conducted in 2009 and conduct it at least biennially.
- Conduct an observational survey that captures children ages 4 to 14.
- Include race/ethnicity, in so far as possible, into observational surveys.
- **Ensure that evaluation results are an integral part of program planning and problem identification. Evaluate the effectiveness of all current occupant protection programs including inputs and results.**

ASSESSMENT SCHEDULE

Monday, March 31, 2014

8:00 - 8:45		Leanna Depue and Bill Whitfield
8:45 - 9:30		Scott Jones
9:30 - 10:15		Officer Karl Streckfuss
10:15 - 10:30	Break	
10:30 - 11:15		Carrie Wolken
11:15 - 12:00		Pam Hoelscher
12:00 - 1:00	Lunch	
1:00 - 1:45		Kelly Jackson and Emily Ann Brown
1:45 - 2:30		LE Team (Scott, Jeremy, Marcus)
2:30 - 3:15		Michelle Gibler
3:15 - 3:30	Break	
3:30 - 4:15		Joe Rickman (Conf Call)
4:15 - 5:00		John Miller

Tuesday, April 1, 2014

8:00 - 8:45		Sgt. Paul Hornung
8:45 - 9:30		Cpt Tim Hull
9:30 - 10:15		Teresa Krenning
10:15 - 10:30	Break	
10:30 - 11:15		Gena Spence
11:15 - 12:00		Dianna Johnson
12:00 - 1:00	Lunch	
1:00 - 1:45		Chris Luebbert
1:45 - 2:30		Praveena Ambati
2:30 - 3:15		Chris Luebbert
3:15 - 3:30	Break	
3:30 - 4:15		Russ Dunwiddie
4:15 - 5:00		Ron Beck

Wednesday, April 2, 2014

8:00 - 8:45		Chief Dan Dunn
8:45 - 9:30		Sgt. Brian Leer
9:30-10:15		Lisa Sitler
10:15 - 10:30	Break	
10:30 - 11:15		Donna Greenwell and Steve Peek
11:15 - 12:00		Sgt. Rusty Rives and Lt. Darren Gallup
12:00 - 1:00	Lunch	
1:00 - 1:45		Sharee Galnore
1:45 - 5:00		Team Report Writing

Thursday, April 3, 2014

8:00 - 10:00		Team Report Writing (all day)
10:00 - 10:15	Break	
10:15 - 12:00		
12:00 - 1:00	Lunch	
1:00 - 3:00		
3:00 - 3:15	Break	
3:15 - 5:00		

Friday, April 4, 2014

8:00-9:00		Report Out
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ASSESSMENT TEAM CREDENTIALS

Susan N. Bryant, M.A., M.B.A.
831 Clark Street
Iowa City, IA 52240
leaderservices@yahoo.com

Susan (Sue) Bryant is currently a consultant for a small firm of which she is the principal. After almost thirty years of state employment, she retired as the director of the public transportation division of the Texas Department of Transportation (TxDOT). The public transportation division had 180 employees and an approximately \$150 million budget of federal and state grant programs for rural and small urban transportation systems, the state's medical transportation program, and public transportation planning. Prior to becoming division director, she served for over ten years as the director of the Texas traffic safety program.

During her career with TxDOT, she held the position of state traffic safety director, assistant to the deputy director for field operations, and highway safety planner and traffic safety program manager. She served as secretary and member of the board of the National Association of Governors' Highway Safety Representatives (now Governors Highway Safety Association) and member of the law enforcement committee for the Transportation Research Board.

She facilitated the strategic planning process for the Governors Highway Safety Association (GHSA) and completed a "How to Manual" for occupant protection for children for GHSA. She headed a project in Texas to conduct community assessments and develop local strategic plans for underage drinking prevention. In addition, she served as community liaison for the Travis County Alliance for a Safe Community, an underage drinking prevention coalition based in Austin. She has served on highway safety program assessment teams for Alaska, California, Colorado (2), Florida (2), Georgia, Idaho, Illinois, Kentucky, Maine (2), Maryland, Massachusetts, Montana (3), Missouri (2), North Dakota, Oklahoma, South Carolina, South Dakota, Vermont, and Wyoming. She served on the team to update the impaired driving assessment tool and was also on the team to develop assessment team training. She is currently project director for a leadership in impaired driving project for the National Highway Traffic Safety Administration.

For seven years, she served as a member and then chair of the City of Rollingwood, Texas, Planning and Zoning Commission. She served as chair of the City's Utility Commission and as director with the Rollingwood Community Development Corporation. She now serves as President of the Johnson County (Iowa) Dog Park Action Committee, a 501c3 corporation.

She has taught high school and adults, consulted for the media in major television markets, and taught management to state and local officials. She has been named to "Who's Who of American Women," has received the national Award for Public Service from the U.S. Department of Transportation, and is a two-time recipient of the American Association of State Highway and Transportation Officials (AASHTO) President's Modal Award for Highway Safety. She is also a graduate of Leadership Texas.

A Phi Beta Kappa graduate with Highest Honors in English from the University of Iowa, she holds a master's degree in communication from the University of Iowa and a master's degree in business administration from the University of Texas at Austin.

Cathy L. Gillen
Principal, The Gillen Group
 (443) 463-4449; cathy@thegillengroup.com

<i>Practice Focus</i>	Cathy Gillen is a Washington, DC based public affairs transportation consultant with more than 23 years-experience in the highway safety arena. She brings non-profits, NGOs, businesses and government together to create highway safety programs that save lives and prevent injuries on the nation's highways. As a former National Highway Traffic Safety Administration (NHTSA) official with the U.S. Department of Transportation (DOT), she is proficient in behavioral safety issues including impaired driving, occupant protection, distracted driving and teen and older driving. Having served as the Managing Director of the Roadway Safety Foundation she is also an expert on the engineering issues that affect roadway safety. Her relationships with key safety organizations, government agencies including NHTSA, the Federal Highway Administration and the Federal Motor Carrier Safety Administration, and transportation reporters allow her to meet both private and public sector needs.
<i>Clients</i>	Since 2005, Gillen's clients have included AAA, the AAA Foundation for Traffic Safety (AAAFTS), AARP, The American Highway Users Alliance (Highway Users), the Automotive Coalition for Traffic Safety (ACTS), Governors Highway Safety Association (GHSA), National Organizations for Youth Safety (NOYS), the Institute of Transportation Engineers (ITE), Mitsubishi Motors North America, Make Roads Safe, the Roadway Safety Foundation (RSF), the Connecticut Department of Transportation, the Missouri Department of Transportation and many others.
<i>Significant Accomplishments</i>	<p>Led a team of PR professionals to conduct one national and 23 local press conferences in state capitols across the country to announce a Ford Motor Company safety campaign. As part of the "Boost America!" campaign, Ford donated 1 million child booster seats to low-income families through a partnership with the United Way. The local press events included speakers such as local Governors Highway Safety representatives, Governors, state legislators, parents and automobile dealers. Gillen arranged all press outreach for the events and also served as a spokesperson for the campaign.</p> <p>Managed press relations and media outreach for the National Traffic Signal Report Card project for the Institute of Transportation Engineers. The goal of the FHWA-funded campaign was to raise awareness through the media of the importance traffic signals play in moving traffic safely and efficiently across the United States. Gillen secured national and local press coverage in such media outlets as NBC Nightly News, MSNBC and CBS Network Radio.</p> <p>Created a safety coalition and campaign in South Carolina known as <i>Recognize, React, Recover</i> to address the importance of using rumble strips to prevent run-off-the-road crashes, particularly on rural roads. The campaign brought together the state department of transportation, public safety agencies, law enforcement agencies, victims of car crashes and private-sector businesses to create an educational DVD and brochure, hold a partner luncheon and a news conference to launch the campaign. Press coverage of the campaign was widespread and the DVD and brochure have been distributed to more than 5,000 safety partners across the country.</p>

Held 15 child passenger safety inspection stations for Mitsubishi's child passenger safety program known as *Kids Safety First* in September 2010, Summer 2011 and Fall of 2012. Gillen managed all logistics for the events which were held at Mitsubishi dealerships in major media outlets such as Miami, Chicago and Kansas City. In addition to managing all logistics for the events, she conducted media outreach for the events including press conferences with speakers from NHTSA and GHSA. She also managed a partnership with a major child safety seat manufacturer who provided free child safety seats for the events.

- Client Benefits* Gillen began her career in 1992 in the press office of the Maryland State Highway Administration in Baltimore, MD. She then went on to public affairs positions with the Governors Highway Safety Association, Advocates for Highway and Auto Safety and the National Highway Traffic Safety Administration. She then worked for a DC-based Strategic Communications firm where she headed up the Ford Motor Company account and managed other transportation safety accounts before starting her own practice in 2005.
- Other Activities* Gillen is a current board member of the Washington Regional Alcohol Program (WRAP); leads the National Safety Council's Maryland Safe Teen Driving Coalition; is the Maryland Representative for the National Association of Women Highway Safety Leaders (NAWHSL); and is a member of the Road Gang and the Washington Automotive Press Association (WAPA).
- Communications* Gillen has conducted dozens of media interviews, and given dozens of presentations on issues such as impaired driving and roadway safety, to highway safety groups and other organizations across the country.
- Distinctions* Gillen has received the NHTSA Administrator's Award for Excellence and The Century Council's Kevin Quinlan Traffic Safety Leader Award. She holds a bachelors of science from the University of Maryland in Journalism with a specialization in public relations and a master's degree in Publications Design from the University of Baltimore.

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Lori K. Haskett

**500 SW Danbury Lane
Topeka, KS 66606
785-272-3787
lorihaskett@sbcglobal.net**

Employment History:

August 2002 to Present Kansas Department of Health and Environment
Bureau of Health Promotion
Director, Injury Prevention and Disability Programs

Responsibilities include developing policy for state programs, recruiting and maintaining public/private partnerships, fiscal management, development of grant applications, grants management, staffing assignments and budget development.

October 1999 to August 2002 Network of Employers for Traffic Safety (NETS)
Kansas NETS Coordinator

Responsibilities included: set-up and management of the KS NETS office. Coordinator is responsible for communications, administrative/marketing support and project management for association traffic safety programs and services within Kansas.

March 1999 to October 1999 AAA Kansas
Coordinator of Public Relations and Promotions

Responsibilities included: media relations, Show Your Card & Save program, Four Diamond Award presentations, editor of office newsletter

March 1998 to March 1999 Olsten Staffing Services
Personnel Supervisor

Responsibilities included: interviewing, placing employees in temporary, temporary to permanent, and permanent employment. Supervising productivity, working with collections, assisting with PeopleSoft payroll, workers compensation, and unemployment.

March 1991 to March 1998 AAA Kansas
Customer Service Representative
Promoted to Auto Travel Manager June 1994
AAA National Certified Trainer, Heathrow, FL

Oversaw Auto Travel operations in the six Kansas offices as the State Auto Travel Manager.
Responsibilities included: recruiting, training, scheduling, ordering supplies for the department, and making hotel and car reservations for members.

Education:

Bachelor of Arts, Speech Communications, Washburn University, 1994
 Hayden High School

Grants Administration Experience:

Fire Injury Prevention Project Grant, CDC, 2002 – 2011
 Core Injury Prevention and Control Project, CDC, 2002 – Present
 Sexual Violence Prevention and Education Program, CDC, 2002 – Present
 Emergency Medical Services for Children, HRSA, 2003 – Present
 State Implementation Projects for Preventing Secondary Conditions and Promoting the Health of People with Disabilities, CDC, 2005 – 2012
 Education, Training and Enhanced Services to End Violence Against and Abuse of Women with Disabilities, DOJ, 2002 – 2004 and 2006 - 2011
 Network of Employers for Traffic Safety Program, KS Dept. of Transportation, 1999 - 2002

Affiliations:

Consumer Product Safety Commission – Kansas Designee – 2009 - Present
 Safe States Alliance Executive Committee – 2008- Present
 President – 2011 to 2013
 Past – President - Currently
 Longaberger Consultant – 1995 to Present
 Kansas Public Health Association Member – 2002 - Present
 Certified Child Passenger Safety (CPS) Technician - Instructor 2000 – 2011
 Certified Child Passenger Safety (CPS) Technician 2011 - Present
 Safe Kids Kansas Coalition CPS Chairperson – 2000 to 2009
 National Child Passenger Safety Board Member – 2006 - 2008
 Kansas Chamber of Commerce and Industry, member, 2000 – 2002
 ABWA – Career Chapter – 1999
 United Way Loaned Executive – 1999
 Society of Human Resource Management – 1998, 1999

MARK SOLOMON**Preusser Research Group, Inc.****1104 Van Buren Avenue****Oxford, MS 38655**

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Mark (Mark) Solomon is currently Vice President of Preusser Research Group (PRG). PRG is a full service research firm specializing in transportation, highway safety, and issues related to drug and alcohol abuse. PRG has offices in Trumbull, CT and Oxford, MS.

Mark has worked at PRG for 20 years. He directs overall operations in PRG's Oxford, Mississippi office. Mr. Solomon has successfully managed a large number of highway safety projects during his time at PRG. The list of clients he has worked with includes, but is not limited to, National Highway Traffic Safety Administration (NHTSA), Insurance Institute for Highway Safety (IIHS), National Institute for Child Health and Human Development (NICHD), Federal Motor Carrier Safety Association (FMCSA), AAA Foundation for Traffic Safety, Bureau of Indian Affairs (BIA), and the National Safety Council (NSC).

Over the past 20 years, Mark has completed work in every NHTSA Region and worked with nearly every highway safety office in the United States. Mark's research and evaluation work has appeared in over 70 research reports and journal articles. He also serves as a reviewer for the Transportation Safety Board's Occupant Protection Committee.

Mark is currently working on projects to improve seat belt use at daytime and nighttime, evaluating efforts to reduce distracted driving, and currently serves as the evaluation manager for NHTSA's *More Cops More Stops* high visibility enforcement program in Tennessee and Oklahoma.

Before joining PRG, Mr. Solomon was an analyst with the Florida Department of Highway Safety where he provided analytical support to the Governor's Office and the Legislature, as well as state and local agencies.

Mark earned an undergraduate degree at Millsaps College and a Master of Science degree from Mississippi State University.

Thomas H. Woodward
7606 McClellan Ave.
Boonsboro, Maryland 21713

PROFESSIONAL BACKGROUND

Thomas H. Woodward retired from the Maryland State Police on July 1, 2013 after a 36 year career as a law enforcement officer in Maryland: eight years with the Frederick City Police and 28 years with the Maryland State Police. At the time of his retirement he was the Commander of the Hagerstown Barrack. As Commander, Tom is credited with being the first to implement the Data Driven Approach to Crime and Traffic Safety (DDACTS) within the Maryland State Police. He also brought increased media attention to highway safety initiatives and enforcement actions of troopers within Washington County, MD.

Prior to transferring to the Hagerstown Barrack, Tom served in the Chemical Test for Alcohol Unit for eleven years, six of those as the Commander. In this position he was responsible for the training of all breath test operators, acquisition and maintenance of all breath testing instrumentation, training of sobriety checkpoint managers, Standardized Field Sobriety Testing instruction and oversight of the state's Drug Recognition Expert (DRE) Program. He has served as an adjunct representative for the Office of Government Affairs, reviewing legislation, recommending departmental positions and testimony, and testifying before the State Legislature on many highway safety issues. He has served on the staff of the Chief of Field Operations Bureau, and as the Executive Officer for the Commander of the Transportation Safety Division. He administered highway safety grants of the Maryland State Police Field Operations Bureau for two years and supervised the Maryland Fatality Analysis Reporting System (FARS) for two years.

Mr. Woodward has been a Standardized Field Sobriety Testing (SFST) Instructor and DRE Instructor for over 20 years. He also instructs the NHTSA SFST and DRE Instructor Development training. He served as the State Coordinator of the DRE program for 10 years.

Since retirement Mr. Woodward has served on several state occupant protection assessment boards, evaluating the effectiveness of occupant programs and identifying areas for improvement.

EDUCATIONAL BACKGROUND

Mr. Woodward received a Bachelors Degree in Organizational Leadership and Development from Wheeling Jesuit University in May 2005. He is also a graduate of the Northwestern University School Police Staff and Command.

ORGANIZATIONAL AFFILIATION

- International Association of Chiefs of Police (IACP)
- IACP Drug Recognition Expert Section
 - Officer 2006-2009
 - Chair - 2009
- Mothers Against Drunk Driving (MADD) – Maryland Operations Council

Motorcycle Assessment Recommendations						
Number	Recommendation	Will recommendation be addressed?	Tasks to be completed	Assigned to	Target date	Current Status
Program Management						
I. 1	Designate a full-time motorcycle safety coordinator within the HSD	No, lack of funding and FTE allocation. All HSD program specialists are obligated to work in more than one program area.	N/A	N/A	N/A	N/A
I. 2	Develop action plans to provide accountability, measurements, and completion dates for strategies in the 2008-2012 Missouri's Blueprint to ARRIVE ALIVE and the 2009 Highway Safety Plan & Performance Plan	No, there are performance measures in the 2010 HSP & Performance Plan. The Blueprint to ARRIVE ALIVE, however, is an umbrella document that focuses on fatalities and serious injuries; it does not drill down to the micro level of action planning strategies.	N/A	N/A	N/A	N/A
I. 3	Take the lead in facilitating and coordinating cooperative efforts among motorcycle safety stakeholders to provide more unified and focused countermeasures.	Yes	1) Make contacts to develop a working group to promote helmet use and counter the efforts of lobbying groups that attempt to repeal Missouri's all-rider helmet law; 2) Work with Dr. Peterson @ SMARTER-USA.org (Michigan) to determine if Missouri should/could become a chapter or the best way to replicate their program	1) Leanna Depue and 2) Michael Davis	1) April 2010 and 2) Mid-May 2010	ongoing
I. 4	Develop a written Memorandum of Understanding to define the specific responsibilities of the Highway Safety Division and the Missouri Safety Center for providing the MMSP to Missouri Motorcyclists.	Yes	1) Meet with MoDOT Chief Counsel to begin development of MOU; 2) Host meeting and begin work on writing MOU and determine whose signatures are required on MOU; 3) Execute MOU adoption process and send copies and/or originals to appropriate offices	Chris Luebbert	1) March 2010; 2) April 2010; 3) December 2010; 4) January 2012	ongoing

Motorcycle Personal Protect Equip						
II. 1	Maintain and strengthen the universal helmet law by providing significant fines and court costs as penalties for noncompliance	Yes and No	Due to the long-term efforts of the anti-helmet lobbyists, Missouri's experience indicates that it would appear to be a waste of effort to attempt to increase fines and court costs—our efforts must be directed at maintaining our existing law.	MCRS Legislative Subcommittee and Leanna Depue	Ongoing	ongoing
II. 2	Develop an aggressive campaign to encourage helmet use through effective communications campaigns	Yes, but expanded to include safety gear.	Meeting to discuss what is needed, funds available, what might be used that has already been produced by other states	Chris Luebbert and CR staff	Ongoing	ongoing
II. 3	Coordinate efforts between public, private, and nonprofit groups to encourage the use of proper protective gear by motorcyclists	Yes, but will be expanded to include all safety gear.	Meet to determine: Whether any partners have been overlooked; funds available for materials; best venues to promote the issue; whether there are materials available from other states	Chris Luebbert, CR staff, Michael Davis	April 2010	Ongoing, though MMSP continuously promotes though training
Motorcycle Operator Licensing						
III. 1	Analyze the unlicensed motorcycle operator problem and identify why individuals do not complete the licensing process. Initiate and evaluate a three-year plan to employ best practices and strategies that encourage full licensing.	Yes	1) Discussion between DOR & MSHP; 2) Draft and submit DOR rule change for approval; 3) Submit to Secretary of State for comment period; 4) Meet to determine whether allowing a waiver of the skills test in the Experienced Rider Course is a valid option and how it would be accomplished	Gina Wisch (DOR), Rhonda Czarnecki (MSHP Driver Examiners), Chris Luebbert, and Michael Davis	1) December 2009; 2) May 2010; 3) December 2010; 4) June 2010	Cannot use rule-change process. Must be done through the legislative process. Ongoing.

III. 2	Create a work team with stakeholders from the DOR, the MSHP, the MMSP, and the HSD to review and revise the current motorcycle license testing. The revised process should provide real-time electronic transfer of information, add operational restrictions for all instruction permit holders, limit the number of instruction permits that may be issued to individuals, and deploy testing instruments that accurately and effectively evaluate safe and responsible motorcycle	Yes and No	The state does not have the capability for electronic transfer of information. We are going through process for updating manual with other agencies and have stakeholders comments provided to DOR forms group for inclusion into the final version of the MOM.	DOR, MSHP, MMSP, Chris Luebbert	December 2010	MSHP changed the motorcycle testing standards in 2011. The capability to electronically transfer information does not exist.
III. 3	Expand the license waiver program to accept the knowledge tests administered at rider training courses.	No, Missouri stakeholders are of the opinion that the knowledge test should continue to be administered by the Missouri State Highway Patrol Driver Examiners	N/A	N/A	N/A	N/A
III. 4	Create processes, data files, and reports to track individuals who apply for motorcycle endorsements or licenses. This includes test results, the number of applications for instruction permits, how long the permits are held, when individuals received their endorsement or license, whether they participated in the license waiver program, and whether they completed the licensing process.	No, lack of funding funding and manpower resources; sharing and security issues of linking MSC with the Patrol and DOR.	N/A	N/A	N/A	N/A
III. 5	Implement a compliance and quality assurance program in MSHP to ensure that all licensing tests are administered according to established procedures and standards.	Yes	Examiner training is currently being conducted.	DOR	June 2010	Completed in 2011
III. 6	Revise the MOM to include crash data, proper licensing information, and unique or dangerous riding conditions, and to encourage rider training.	Yes	Go through process to make pertinent edits to MOM	Chris Luebbert, Michael Davis, and Joni Smith	May 2010	Completed in 2011
Motorcycle Rider Educ & Training						
IV. 1	Develop a formal curriculum review and evaluation process to assure that the approved training curriculum meets the needs of Missouri Riders.	Yes	Follows MSF curriculum.	N/A	N/A	

IV. 2	Evaluate BRC instruction and instructional techniques, including the knowledge and skills tests, to ensure that the course meets the objectives of teaching individuals the knowledge and skills to safely and responsibly operate motorcycles	No, Missouri follows the Motorcycle Safety Foundation standards and is comfortable with that.	N/A	N/A	N/A	
IV. 3	Remove tuition caps and dedicate the available funding towards program monitoring, evaluation, and developing additional safety programs.	No, According to 302.135 RSMo, training sites may charge a reasonable tuition fee as determined by the director. The tuition supports the training sites so even if the cap were removed, the state wouldn't be able to access that money. The tuition is intended to support the cost of the training; it is not for the purpose of letting the training sites make a profit.	N/A	N/A	N/A	
IV. 4	Audit all course providers regularly to ensure that the skills test is being correctly administered.	Yes	Applicable audits	Michael Davis	Continuous	ongoing
IV. 5	Develop standards and methodology to annually evaluate the effectiveness of the motorcycle training program.	No, All students complete an end-of course survey. Students are also invited to fill out a follow up on-line survey several months after completion of the course.	N/A	N/A	N/A	
IV. 6	Incorporate Missouri-specific information into the knowledge test.	Yes	Review and submit changes to MOM to DOR	Michael Davis	March 2010	Completed in 2011
IV. 7	Develop a formal QAV (Quality Assurance Visit) plan for training sites and instructors. Revise QAV forms and procedures to provide more comprehensive and effective evaluation tools	Yes	Review existing monitoring process	Michael Davis	TBD	Completed in 2011
IV. 8	Require that student driver's license or permit numbers be recorded along with written and riding test scores.	No, The two systems (test results to DOR's licensing) are not linked. There are security issues associated with this and also with the fact that some drivers' licenses have social security numbers on them.	N/A	N/A	N/A	
Motorcycle Oper Under Influen Alcohol/Drugs						
V.1	Incorporate motorcycle-specific messages into current MoDOT impaired driving campaign materials and enforcement activities	Yes	Incorporate motorcycle message into impaired driving campaign	Chris Luebbert and Reeve White	May 2010	ongoing

V.2	Include impaired motorcyclist enforcement as a specific component of enforcement grants.	No, law enforcement's job is to target all impaired drivers regardless of the vehicle they are operating. Another concern is the fact that there is a much smaller volume of impaired motorcyclists as compared to impaired drivers of other vehicles. However, the Missouri Safety Center (MSC) has agreed to inform local law enforcement agencies of dates and locations of rallies being held so that they might be able to conduct saturation enforcement efforts at such events.	N/A	N/A	N/A	
V.3	Develop training programs for prosecutors and judges on the problem of impaired driving.	No, the type of vehicle involved in an impaired driving case (e.g., passenger car, pick-up truck, motorcycle) is almost entirely irrelevant	N/A	N/A	N/A	
V.4	Investigate all single-vehicle motorcycle fatalities, including determining the BAC levels in all cases.	Yes	This is already being done	N/A	N/A	ongoing
V.5	Capitalize on the enthusiasm, expertise, and passion of law enforcement partners to develop and implement impaired-riding efforts. Organize and conduct law enforcement saturations, checkpoints, and operations with an emphasis on motorcycles.	Yes, to the extent law enforcement is willing to participate.	Research impaired riding enforcement efforts that are working in other states; Determine appropriate venue to make a presentation to law enforcement agencies (LETSA, MPCA, MSA); Compile a list of dates and locations of rallies to be held in Missouri during 2010; Update list on a monthly basis	Chris Luebbert and Michael Davis	Spring 2010	Continuous
V. 6	Conduct motorcycle safety campaigns focused on impaired riding. Incorporate materials available from NHTSA, MSF, American Motorcyclist Association (AMA), and individual State programs.	Yes	Will not conduct motorcycle specific impaired riding campaign. It will be incorporate as part of the other statewide DWI campaigns.	Chris Luebbert	N/A	N/A
V. 7	Distribute NHTSA's "Detection of DWI Motorcyclists" materials to law enforcement agencies statewide.	Yes	Communicate with LE stakeholders to determine how many they need, monitor new "Roll Call" video release."	Chris Luebbert	Spring 2010	ongoing

V. 8	Develop relationships with rider groups to encourage self-policing and a culture of zero tolerance of drinking and riding	Yes	Discuss with key motorcycle groups.	Chris Luebbert	Continuous	ongoing
Legislation & Regulations						
VI.1	Maintain and strengthen the universal helmet law by providing significant fines and court costs as penalties for noncompliance.	No	Our resources are most maximized by maintaining the laws we have.	All	N/A	
VI.2	Introduce legislation to limit the number of motorcycle instruction permits that can be issued to an individual.	Yes	through a change to the Department of Revenue administrative rules. Although the changes have been drafted, DOR is undergoing a modification to the way administrative rules are filed internally. The changes are still in the pending approval stage at DOR; after approval, they will be filed with the Secretary of State. So forward movement on this action will be dependent upon when the filing modification is complete.	Brad Brester and Gina Wisch at DOR, Joni Smith and Chris Luebbert at HSD	Cannot be accomplished through Admin. Rules process. Will take legislative change.	ongoing
VI.3	Amend the Administrative Rule to allow the program to offer any curriculum approved by MoDOT	No, Missouri's administrative rule states that the approved curricula is the current version of the Motorcycle Safety Foundation Motorcycle Rider Course or Experience Rider Course. MMSP and the HSD will continue to monitor other curricula to see if something comparable is released; in which case, the Administrative Rule could always be amended at that time	N/A	N/A	N/A	N/A

Law Enforcement						
VII.1	Identify motorcycle enforcement as a specific component of enforcement grants.	Yes, however the Highway Patrol has indicated that they do not focus on any particular type of vehicle when they are conducting HMV enforcement. So specific motorcycle-related events will have to be focused on in order to enforce moving violations associated with motorcycle riders.	Review information on the web and from motorcycle publications to determine when/where rallies will be held; notify HSD of rally dates/locations; publicize to law enforcement agencies the rally dates/locations and need for enforcement Inform law enforcement agencies that they may utilize HMV grant funds to enforce motorcycle violations in targeted areas	Michael Davis, HSD law enforcement staff	May 1, 2011	ongoing
VII.2	Encourage all law enforcement to take a zero-tolerance approach to motorcycle-related violations.	No, the HSD may provide training to enhance enforcement of motorcycle violations, but a “zero tolerance” approach is departmental discretion. The MSHP has indicated that they only take a zero tolerance approach on DWI and seat belt violations, and they will not be expanding this to include motorcycle violations.	N/A	N/A	N/A	N/A
VII.3	Partner with the Chiefs of Police and Sheriff’s Associations to educate law enforcement regarding motorcycle safety issues and crash causation factors.	Yes	Compile information on motorcycle crash causation factors, Contact MPCA & MSA to request permission to publish information in their publications and/or web sites, Work with SMCR to write article(s), Provide information to MPCA & MSA to be included in their publications and/or web sites, Provide information to MSHP and request they share data and issues with their instructors to include in training, Provide information to LETSAC to be included in their conference and/or other training opportunities	John Miller, Chris Luebbert, Leanna Depue	continuous	ongoing

VII.4	Develop data-driven countermeasures and implement selective enforcement where fatal and injury motorcycle crashes are occurring.	Yes	Compile data, Share data with enforcement agencies, Encourage law enforcement agencies to use data to support selective enforcement efforts, if warranted, and to use HMV grant funds for this purpose of needed, Determine whether educational efforts can be targeted toward problem	John Miller, Chris Luebbert, Michael Davis	Fall 2010	Crashes are sporadic in location and time of day. High crash locations really don't exist.
VII.5	Develop and distribute motorcycle crash statistics and motorcycle-specific information to aid law enforcement agencies in training and planning.	Yes	Compile data, Share data with enforcement agencies , Encourage law enforcement agencies to use data to support selective enforcement efforts, if warranted, and to use HMV grant funds for this purpose of needed	John Miller and Chris Luebbert	Continuous as data is updated	ongoing
VII.6	Identify and fund “best practices” that are proven effective in motorcycle safety efforts.	Yes	Review “Countermeasures that Work” to determine those that can be incorporated in Missouri	Chris Luebbert and Michael Davis	ongoing	ongoing
VII.7	Include patrol-level law enforcement officers in the review and revision of the State’s Uniform Accident Report.	Yes	This is already occurring. There are 18 law enforcement officers included in the rewrite of the crash report form.	Traffic Records Coordinating Committee	Ongoing	ongoing

Highway Engineering						
VIII.1	Maintain Missouri's roadways in compliance with the Targeted 10 concerns listed in the 2008-2012 Missouri's Blueprint to ARRIVE ALIVE and in compliance with the Transportation Research Board of the National Academies' National Cooperative Highway Research Program, Report 500, Volume 22.	Yes	The motorcyclists have indicated they have issues with potholes, friction surface, tar patching, and side road intersections with loose gravel; MoDOT will continue to address these issues. MoDOT specifications require that there be no more than a ¼" lip when diamond grinding is conducted. The department has taken a proactive approach by stressing the importance of this specification when	Leanna Depue	January 31, 2011	New Blueprint to be unveiled October 2012.
Motorcycle Rider Conspicuity & Motorists Awareness Programs						
IX.1	Survey the non-motorcycling population to determine attitudes and opinions towards motorcycling. Use the information to ensure existing "Share the Road" materials are appropriate, develop new materials if needed, and create an effective distribution plan for the materials	No, not at this time.	N/A	N/A	N/A	N/A
IX.2	Implement comprehensive efforts to educate motorcyclists about how to make themselves visible to motorists.	Yes	Add more visual information on the web site to identify conspicuity, Add more visual information on the web site to identify conspicuity, Provide a link to www.video.about.com/motorcycles/Motorcycle-Visibility-.htm , Develop conspicuity brochure, Provide MMSP Conspicuity brochure to MSHP Driver Examiners for distribution to new motorcyclists, Include new fields in the crash report to address whether a motorcyclist was wearing reflective clothing and a compliant/non-compliant helmet.	Michael Davis, Chris Luebbert, Randy Silvey, Rhonda Czarnecki, Reeve White	Ongoing	ongoing

IX.3	Communicate through law enforcement and motorcycle rider groups to dispel the myth that other drivers are a motorcycle rider's biggest threat.	Yes	Verify percentage of motorcyclists involved in single-vehicle crashes, Develop creative materials (e.g., posters) to be displayed at motorcycle rallies, at DOR license offices, safety fairs, etc.	Michael Davis, Joni Smith	Ongoing	Chris Luebbert speaks frequently with motorcycle groups and shares crash stats in both single and multi-vehicle crashes.
IX.4	Ensure outreach efforts also target independent riders since rider education is not mandatory and a significant portion of riders are not affiliated with a rider group.	Yes	The Missouri Safety Center (Missouri Motorcyclist Safety Program) and MoDOT Highway Safety division will continue to produce public awareness campaigns to target all riders.	Chris Luebbert, Michael Davis	Ongoing	ongoing
IX.5	Include information on sharing the road with motorcycles in the Missouri Motorists' Handbook (Missouri Drivers Guide	Yes	This information is found on page 57.	N/A	N/A	N/A
Communications Program						
X.1	Assign primary responsibility for motorcycle safety communications to the HSD. Document the review and approval process for motorcycle safety materials and messages to ensure subject matter experts (e.g., the State coordinator and program manager) and other key players (e.g., Motorcycle Safety Advisory Committee, rider groups) have input during the development production phases	No, the HSD will not have primary responsibility for the motorcycle safety communications; that responsibility will fall upon the Public Relations committee of the Missouri Coalition for Roadway Safety. Coordination for materials, communications and outreach will be coordinated amongst the partners: MSC, HSD, MSHP, DOR and others.	N/A	N/A	N/A	N/A

X.2	Develop a comprehensive communications plan. The plan should include: A research component to identify problem areas to ensure that appropriate themes and messages are developed; Goals and objectives with realistic and measurable outcomes; Messages regarding the importance and availability of rider education, proper helmet and protective gear use, sharing the road, and the effects of alcohol and motorcyclists; Definition of target audiences, including motorists, independent riders, sport bike riders, returning riders, etc.; Use of appropriate multimedia channels; A comprehensive plan for community outreach at events; An evaluation component to measure pre- and post-campaign awareness and impact on motorist and motorcyclist behavior.	Yes, to an extent.	The Public Relations subcommittee (MCRS) and the System Management Community Relations division (MoDOT) will work to ensure that communications materials are reviewed by all partners and no conflicting or unsuitable messages are produced.	MCRS and MoDOT CR	Ongoing	Ongoing
X.3	Utilize the MSAC to coordinate PI&E efforts among the agencies that have the most involvement with the motorcycle safety program.	No, the MSAC doesn't have the authority to coordinate the efforts. The MCRS Public Information subcommittee will be utilized to coordinate the efforts statewide and with the local coalitions, as appropriate.	N/A	N/A	N/A	N/A
X.4	Update communications plans for existing campaigns, such as seat belt awareness and impaired driving, to include motorcycle safety messages about helmet use and protective gear and impaired driving respectively	No, motorcycle safety messages will be considered when appropriate, but we do not believe it would necessarily be prudent to mix seat belt and helmet messages.	N/A	N/A	N/A	N/A
X.5	Create a style guide or standard look and feel for all motorcycle safety materials.	Yes, this is something MCRS and MoDOT already try to do with all the campaigns.	Continue efforts to standardize motorcycle safety materials	PI subcommittee	Ongoing	Ongoing
X.6	Strengthen relationships with rider groups; utilize them to distribute messages/materials; explore the possibility of having a representative serve on the MSAC.	Yes	Determine groups in Missouri and work toward building a relationship with them, Research rally dates and locations, Assure the a rider representative serves on the MSAC	Michael Davis and Chris Luebbert	Ongoing	Michael Davis and Chris Luebbert have developed great partnerships with rider groups and engage in frequent dialog with them.

X.7	Develop a listserv for the HSD and the MMSP to collect contact information from people they encounter at rallies, interested rider education attendees, rider groups, etc., and send messages, statistics, and program updates via inexpensive, effective, electronic means.	Yes	Students at UCM will research on internet to find information on rider groups and what other states have available Set up the listserv on the MMSP web site	Michael Davis	June 1, 2010	ongoing
X.8	Continue to leverage paid media buys and negotiate bonus spots to be placed outside of the heavy rotation periods and arrange drive-time interviews during the riding season.	Yes	Continue to look for opportunities to leverage media buys and negotiate bonus spots; arrange drive-time interviews during riding season	PI subcommittee	Ongoing	Uncertain with the MoDOT CR changes
X.9	Collaborate with the DOR to develop and distribute materials and messages about the importance of being properly licensed.	Yes	Work on development of materials in conjunction with changing administrative rule for motorcycle licensure	Chris Luebbert and Gina Wisch	January 31, 2011	Admin. Rule change will not happen. HS has frequent conversations with rider groups about being properly licensed.
X.10	Explore distributing materials at trauma centers and other medical facilities.	No, ER docs have indicated that trauma centers are not the best place to reach people who have been in a crash or their family/friends because there are too many stressors occurring at that time (patient's welfare, insurance issues, liability/insurance issues)	N/A	N/A	N/A	N/A
X.11	Develop outreach efforts for "returning riders" (i.e., motorcyclists who haven't been riding for years and may need to update their knowledge and skills).	Yes	Ask the Insurance Coalition if they would contact their members to see if discounts are given to riders who complete MMSP training Meet with SMCR to discuss development of materials (such as the "Welcome Back" campaign the MSSEP is working on)	Chris Luebbert and Michael Davis	May 1, 2011	MMSP added Returning Rider BRC to curriculum.
X.12	Capitalize on relationships with news media to raise awareness of motorcycle safety issues, programs, and accomplishments through earned media.	Yes	This is something MCRS and MoDOT already do, and all of the MCRS regions and MoDOT districts help with as well.	PI subcommittee	Ongoing	Ongoing

Program Evaluation & Data						
XI.1	Create a system to identify and collect critical information to assist with problem identification, establishing priorities, and developing countermeasures to reduce motorcycle crashes, injuries, and fatalities.	Yes	The state already collects critical crash data. This data, and countermeasures/strategies to address the problems, are included within MoDOT's annual Highway Safety Plan and also within the Missouri Coalition for Roadway Safety's Blueprint (which is updated every 4 years).	Chris Luebbert, Michael Davis, and Joni Smith	Ongoing	Ongoing
XI.2	Establish a formal planning process for the implementation and evaluation of motorcycle countermeasures that includes detailed action steps with assigned responsibilities, identification of partners, funding requirements, status and objective evaluation criteria to measure success, effectiveness, and value.	Yes, to an extent. Responsibility for this level of detail would fall on the HSD program manager Christopher Luebbert, whose workload is already severely extended. Overall goals for the motorcycle program area have been established within Missouri's Blueprint to ARRIVE ALIVE and within the state's strategic Highway Safety Plan.	Review status of the strategies in both the Blueprint the and Highway Safety Plan.	Chris Luebbert	Ongoing	Ongoing
XI.3	Evaluate all countermeasures for their impact on reducing motorcycle crashes, injuries, and fatalities.	Yes.	Set up meeting with Leanna Depue to determine which countermeasures can or cannot be evaluated	Chris Luebbert	May 1, 2010	ongoing

	Impaired Driving Assessment Recommendations					
	Recommendation	Will recommendation be added	Tasks to be completed	Assigned to	Target date	Current Status
I	PROGRAM MANAGEMENT AND STRATEGIC PLANNING					
1A1	Ensure adequate, broad-based representation from all critical individuals and organizations on the Executive Committee of the Missouri Coalition for Roadway Safety	Yes	Submit for EC vote, an additional duty (in the MCRS Purpose & Procedural Guidelines) requiring the EC Chair to conduct a yearly review of the membership list to determine existing vacancies and assure such vacancies are filled in a timely manner, consider new additions to EC, and fill all vacancies	Leanna Depue, Executive Comm. Chair	12/3/2009	Subcommittee has changed chairs and filled any vacancies
1A2	Expand local law enforcement task forces to provide statewide coverage	Yes	Look for opportunities to promote the idea of local task forces	HS Law Enforcement program staff	Ongoing	We have expanded on existing task forces and have broadened work with regional coalitions.
1A3	Strengthen and support regional coalitions so all are operating at a minimal level of effort	Yes	Conduct information-sharing meetings with regional coalition representatives and attend regional coalition meetings to provide support and share information from the state level	Highway safety program staff liaisons who are assigned to the regional coalitions	As regional coalition meetings are set	Ongoing
1A4	Provide active and participatory traffic safety liaison with state and local prevention coalitions	Yes	Assign appropriate staff to serve as members on prevention coalitions and attend scheduled meetings.	Leanna Depue and Bill Whitfield	Ongoing	Ongoing
Strategic Planning						
1B1	Expedite the completion of the state strategic plan for impaired driving including goals, objectives, strategies, and initiatives for a systematic approach.	Yes	State Impaired Driving Strategic Plan is complete and has been disseminated	Jackie Rogers, HSD Alcohol Program Coordinator	1/22/2010	Done
1B2	Expedite the development of the new State Traffic Records Strategic Plan	Yes	Continue development of the plan under contract with data nexus	STRCC	9/30/2010	Final plan complete
Program Management						
1C1	Analyze and use impaired driving system-related data such as arrests, convictions, and BAC levels in the State's problem identification process.	Yes	Collect data submitted from grantees into the REJIS grants management system	HS Law Enforcement program staff	As activity reports are submitted	Ongoing, DPS recently received a grant that will make this easier.
1C2	Develop a highway safety program management manual including a routine procedure to incorporate and implement updates.	No, staff time is not available to develop another manual. This information is available to staff, just not in a single source.				
Resources						
1D1	Legislate an increased fee and/or fine structure in the State requiring that the money received be placed in a dedicated fund to reduce the increasing gap between available resources and the State's impaired driving needs.	No, the Missouri constitution requires that all penalties, forfeitures, and fine be distributed annually to schools.				
1D2	Pursue additional corporate/business sponsorships and support of events, programs, and campaigns.	Yes	Define specific events/programs/campaigns for which sponsorship will be pursued and avoid conflicts of interest	MoDOT CR staff, MCRS PI committee, Blueprint regions	1/31/2010	Ongoing
1D3	Enhance state legislation, particularly regarding administrative license revocation and high BAC, to meet the criteria for Section 410 funds.	Yes	Lobby for legislation with provisions addressing repeat offenders, high BAC, refusals, ignition interlock, DWITS, expungement, SIS	MoDOT GR staff and MCRS legislative subcommittee	Ongoing	HB 480 passed in the 2012 Legislative session to enhance ignition interlock use
1D4	Continue to plan and implement activities to use carry-over funds.	Yes	Work with grantees to ensure projects are implemented on time, notify HS Director and Program Manager when sources need expending, and provide a list of old funding sources that need to be processed for next year's budget	HS program staff, HS financial staff, MCRS Regional Coordinators	Ongoing	Ongoing
1D5	Continue to provide state funds to all the regional coalitions to support local efforts in traffic safety.	Yes	Submit request for SM Director to support coalitions within the annual HS budget requests	Leanna Depue and HS financial staff	Annually (May - September)	Ongoing
II	PREVENTION					

2A1	Increase the state excise tax on alcoholic beverages and dedicate it to prevention, intervention, and treatment of impaired driving and alcohol abuse.	Yes	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A2	Enact restrictions on alcohol promotions such as Happy Hours	No - state regulation 11 CSR 70-2.2405G - regulates advertising as an inducement to purchase intoxicating liquor or nonintoxicating beer. See paper copy in file for further info.	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A3	Enact full dram shop statutes	No, not enough legislative support. We need to focus our legislative efforts in other areas.				
2A4	Enact social host liability statutes	Yes/Unknown - see paper documentation in file	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A5	Enact comprehensive open-container statutes	Yes/Unknown - see paper documentation in file	Identify lead agency for legislation and work through legislative process	MCRS legislative subcommittee	1/31/2010	Ongoing due to political climate.
2A6	Increase Division of Alcohol Control budget resources	No, \$200 million was cut from ATC's budget, resulting in the loss of 200 full-time and 500 part-time state employee positions. Therefore, we cannot expect the legislature to increase funding to ATC				
2A7	Continue to encourage all alcohol sales and service establishments to display educational information to discourage impaired driving.	Yes - see paper documentation in file	To the extent possible, we will continue to design, produce educational information and distribute them.	MoDOT CR staff	Ongoing	Ongoing
2A8	Continue to educate the public on underage drinking and irresponsible consumption of alcohol.	Yes	Complete annual public relations marketing calendar to include impaired driving campaign materials.	MoDOT CR staff	Ongoing	Ongoing
Transportation Alternatives						
2B1	Continue to support designation of a non-drinking driver in any designated driver promotional material.	Yes	Complete annual public relations marketing calendar to include impaired driving campaign materials.	MoDOT CR staff and CHEERS coordinator	Ongoing	Ongoing
2B2	Assure that designated driver and safe ride programs avoid any consumption by underage individuals or unintentional enabling of over-consumption	Yes	Continue to produce CHEERS materials that clearly define a designated driver and review CHEERS materials to add information on responsible, limited drinking	CHEERS coordinator (Jessica Schlosser) and Carrie Wolken	Ongoing	Ongoing
2B3	Establish a partnership between public transportation and traffic safety to identify and implement opportunities in the Kansas City and St. Louis metro areas where transit may be able to assist with safe rides home	No, because of workloads of the individuals in the MoDOT districts or the HS division to whom this responsibility would be directed; the MCRS regional contacts have indicated that private transit agencies (e.g., cab companies) have implemented such programs but they are often limited to operation on holidays and/or during special events				
Community-Based Programs						
2C11	Include impaired driving issues in Missouri Health Education Grade Level Expectations	No, because of the time and funding needed to develop curriculum materials and there is no guarantee that school districts would use the materials since DESE does not have control over school districts' curriculum.				

2C12	Establish youth-led school-based impaired driving, underage drinking and traffic safety prevention programs in schools throughout Missouri.	Yes	Continue to seek local schools willing to allow Think First presentations, Battle of theBelt, and Team Spirit in their schools.	Think First Director Michelle Gibler, Carrie Wolken, CR staff and Team Spirit Director - Sharee Galnore	Ongoing	Ongoing
2C13	Provide Drug Impairment Training for Education Professionals (DITEP) to school personnel throughout Missouri	Yes	Go through HSD grant process to implement the trainings	Jackie Rogers, HSD Alcohol Program Coordinator, MPCA	Ongoing	Ongoing
2C14	Incorporate non-use messages in college underage drinking and impaired driving prevention programs	Yes, to an extent	The college prevention programs funded by HSD grants are implemented through the University of Missouri-Columbia. They employ non-use messages as well as messages on reducing drinking.	Michelle Gibler, Carrie Wolken, CR staff	Ongoing	Ongoing
Employers						
2C21	Expand employer traffic safety programs to businesses throughout Missouri.	No, scarce resources do not allow this recommendation to be addressed.				
2C22	Provide current and accurate information to EAPs, employers, and those who provide employee safety programs.	Yes - see paper documentation in file	Compile listing of employers with employee safety programs, develop a toolkit of materials for use at these programs, inform employers of the toolkits' availability for these programs.	MoDOT CR staff, Michelle Gibler	Spring 2011	
Community Coalitions & Traffic Safety Programs						
2C31	Provide sustainable support for local coalitions currently supported by Strategic Prevention Framework State Incentive Grants (SPF-SIG).	Yes, to an extent	Annual review of law enforcement grant applications	HS Law Enforcement program staff	Ongoing	Ongoing
III CRIMINAL JUSTICE SYSTEM						
3A1	Provide adequate funding for the instruments and scientific personnel for the programs of breath, blood, and other chemical testing to support the needed testing program and to allow adequate quality assurance	No, Such funding is determined by the State Legislature and is not under the control of the stakeholders who are responsible for pursuing this recommendation. The stakeholders, however, will certainly continue to encourage the Legislature to consider appropriating adequate funding for support of this program.				THS is utilizing some of the Section 164 Repeat Offender transfer funding to purchase new breath instruments for use across the state.
3A2	Require 10 days or less for turn-around time on testing results to allow prompt filing of charges for impaired driving	No, The Highway Patrol has opened an additional state lab with the hope of reducing the turn-around time down to 30 days. It would be unrealistic to believe Missouri could reduce the turnaround time to 10 days or less unless several additional state labs were established or the state or local governmental agencies were able to contract with outside laboratories; due to budgetary constraints, this seems highly				
3A3	Preempt the municipal ordinances regarding impaired driving by a comprehensive and clear statutory scheme of impaired driving laws.	Yes/Unknown - see paper documentation in file	To the extent that is politically feasible, the HSD will support legislative efforts in the DWI area. The passage of HB 1695 did address some key issues in DWI law.	Joni Smith, Leanna Depue, Jackie Rogers, and MoDOT GR staff	Ongoing	Ongoing
Enforcement						
3B1	Continue the many multi-jurisdictional law enforcement saturations, checkpoints, and operations.	Yes	Continue to encourage law enforcement agencies to participate in these mobilizations.	HS Law Enforcement program staff	Ongoing	Ongoing

3E1	Continue to work with and support Office of State Courts Administrator (OSCA) with the development and deployment of the court data systems.	Yes	Conduct periodic meetings to address this issue, Continue expansion of the Justice Information System, Reduce the timeframe it takes Municipal Courts to transfer record of conviction and case transfers	STRCC and OSCA	Ongoing	Ongoing
3E2	Require courts to timely, completely, and accurately report their data to Office of State Courts Administrator (OSCA) or be barred from hearing impaired driving offenses.	No, State courts have the ability to collect and report their data to OSCA nightly and are complying with this requirement. One of the provisions of HB 1695 requires all law enforcement, prosecutors, and courts report to the DWI Tracking System at the state Highway Patrol. This has the potential of resolving this problem. It is important to note, however, that not all municipal courts have the computer capability to comply. The highway safety division is currently under contract with OSCA to bring additional municipal courts online in order to allow electronic reporting, but this contract will only support 20 additional courts.				
3E3	Support judicial education programs using the research on alcohol screening, intervention and treatment from National Institute on Alcohol Abuse and Alcoholism (NIAAA).	Yes	HB 1695 addressed this issue through DWI court provisions. The Impaired Driving subcommittee will continue to implement its Strategic Plan that includes supports judicial education programs.	Jackie Rogers, MCRS Impaired Driving Subcommittee	Ongoing	Ongoing
Administrative Sanctions and Driver Licensing Programs						
3F11	Enact legislation requiring ignition interlocks on the offender's vehicle(s) until a qualified professional has determined that the licensee's alcohol and/or drug use problem will not interfere with their safe operation of a motor vehicle.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F12	Implement other DWI deterrents such as impoundment of or markings on the license plate, or impoundment, immobilization or forfeiture of the vehicle(s), of repeat offenders and individuals who have driven with a license suspended or revoked for impaired driving.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F13	Lengthen suspension times for DWI convictions and administrative suspensions.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
Programs						
3F21	Enact legislation to make alcohol server training mandatory.	Unknown	We will pursue this type of legislation if the political climate is conducive.			
3F22	Include 18-20 year old drivers in primary enforcement of safety belt use laws for young novice drivers.	No, it has been common practice in Missouri to enact laws that apply to minor. Once this has been accomplished, it is exceedingly difficult to attempt to get such a law passed to encompass all ages of drivers/passengers. It was the determination of the Impaired Driving Subcommittee, therefore, to support a primary seat belt law for everyone (all ages) and nothing less.				

IV	COMMUNICATION PROGRAM					
1	Make use of state-of-the-art techniques, such as online querying, to assist in the development and testing of campaign themes and media materials	No, campaigns are monitored or tracked to some extent by the number of "click throughs" on the website.				
2	Develop and implement a driver survey to provide pre- and post- data on driver awareness, knowledge, attitudes, and behavior	No, no funding.				
3	Work with various population groups to develop and provide impaired driving information to Missouri's ethnic, cultural, and linguistically diverse populations	No, no funding.				
V	ALCOHOL AND OTHER DRUG MISUSE					
5A11	Conduct an evaluation of SATOP services and complete a management review of its operations.	Yes	Present Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and implement those strategies	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
5A12	Complete a strategic planning process for SATOP with its justice and traffic partners	Yes	Present State of Missouri Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and determine whether an actual "strategic planning process" will be conducted for SATOP and how this will occur.	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
Medical or Health Care Settings						
5A21	Train emergency room physicians, nurses and other treatment staff in the methods of Screening and Brief Intervention.	No, due to restrictions of the Alcohol Exclusion Law				
5A22	Implement Screening and Brief Intervention techniques in emergency rooms and other settings in Missouri	No, due to restrictions of the Alcohol Exclusion Law				
5A23	Repeal the alcohol exclusion statute and prohibit insurance companies from denying coverage to individuals injured as a result of impairment.	Unknown	Depends on the political climate.			
Treatment and Rehab						
	None					
Monitoring Impaired Drivers						
5C1	Provide more effective monitoring of offenders by Substance Abuse Traffic Offender Program (SATOP) prior to their seeking license restoration and during court ordered supervision periods	Yes	Present State of Missouri Impaired Driving Strategic Plan to the MCRS Impaired Driving Subcommittee and determine whether an actual "strategic planning process" will be conducted for SATOP and how this will occur.	Jackie Rogers, HSD Alcohol Coordinator	1/1/2010	Completed
V1	PROGRAM EVALUATION AND DATA					
6A1	Require law enforcement participation in Driving While Intoxicated Tracking System (DWITS).	Yes/Unknown - see paper documentation in file	HB 1695 does require all jurisdictions to enter DWI arrest and case information into the Missouri State Highway Patrol's Driving While Intoxicated Tracking System (DWITS) to strengthen the tracking of DWI offenders. (Grant funding could be withheld from agencies that fail to report.)	Jackie Rogers and Joni Smith	Ongoing	Ongoing

6A2	Require DWITS participation as a requirement for receiving impaired driving funding.	Unknown/Yes	Some law enforcement agencies do not have the capability to electronically submit the data. For other agencies, they may have a proprietary or antiquated computerized records system that will not allow their system to "link" with another. They have indicated that this will require their officers or records clerks to encode double and sometimes triple entries into their various systems (requiring more work and more personnel time/costs). They have indicated this would be an unfunded mandate.			
6A3	Conduct several different types of evaluations to effectively measure progress, to determine effectiveness to plan and implement new program strategies and to ensure that resources are allocated appropriately	Yes	Assess evaluation methods prior to implementing strategies within the MO Impaired Driving Strategic Plan and instruct HSD staff to incorporate varying methods of evaluation into HSD contracts	MCRS Impaired Driving Subcommittee and HSD staff	Ongoing	Ongoing
6A4	Continue projects to improve traffic data collection in the State and use these data to properly evaluate programs.	Yes	Data collection is an ongoing process and is used for evaluation purposes when possible	HSD Staff	Ongoing	Ongoing
6A5	Distribute Annual Report information to as wide of an audience as possible including, but not limited to, posting on the Missouri Department of Transportation website, issuing press releases regarding highlights and success stories, and including in highway safety program presentations.	Yes	Query other states to see if, and how, they are making this happen and determine which programs/projects to highlight. Set up a brainstorming session on ways to promote successes	Pam Hoelscher	1/1/2010	Done
6A6	Include evaluation as an integral part of the planning process for the Highway Safety Plan & Performance Plan.	Yes	Include Performance Measures in 2010 HSP & Performance Plan	Joni Smith	1/1/2010	Done
Data and Records						
6B1	Develop the capability for law enforcement to electronically submit crash reports into the Statewide Traffic Accident Reporting System (STARS) system.	Yes	Currently being worked on by State Traffic Records Coordinating Committee. Work with local LEAs to identify their current system and determine the potential for those systems to be modified for electronic transfer of crash report data.	STRCC & MSHP	9/30/2010	Ongoing
6B2	Complete the Regional Justice Information Service (REJIS) pilot.	Yes	Town and Country pilot, implement statewide	STRCC	9/30/2010	Done
6B3	Add the Automated Law Enforcement Response Team (ALERT) program to the Statewide Traffic Accident Reporting System (STARS) system.	No, KC data cannot be transferred automatically to MULES.				
6B4	Develop a method to transfer Automated Law Enforcement Response Team (ALERT) data automatically into Missouri's statewide Missouri Uniform Law Enforcement System (MULES) network.	No, ALERT does not have this capability.				
6B5	Upgrade the Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) making it user friendly and require all law enforcement agencies to enter data into the system..	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	Randy Silvey	Ongoing	Ongoing
6B6	Resolve vehicle data barriers that prevent linkage with driver or crash data and link these data files.	Yes	To the extent funding is available, these data barriers will be addressed.	STRCC, DOR, MSHP	Ongoing	Ongoing
6B7	Record the original charge for citations issued to motorists on the driver history.	No, if the court sends that information to DOR, then it is put into the driver history. Normally DOR does receive this information.				
6B8	Expedite the development of the new State Traffic Records Strategic Plan	Yes	Continue development of Plan under contract with Data Nexus	STRCC	9/30/2010	Ongoing

6B9	Increase membership on the Traffic Records Coordinating Committee to include stakeholders outside state government.	Yes	The TRCC would welcome participation from outside state government (and currently has members from Mid America Regional Council in Kansas City and NHTSA), they are not actively seeking additional membership.	STRCC	Ongoing	Ongoing
Information & Records Systems						
6C1	Make the original traffic charge part of the driver history thus allowing analysis of plea downs, deferred prosecutions, and other reductions in charges.	No, if the court sends that information to DOR, then it is put into the driver history. Normally DOR does receive this information				
6C2	Continue development of Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) making it user friendly.	Yes	MSHP has taken the lead on this and will continue their efforts.	MSHP	Ongoing	Ongoing
6C3	Require all law enforcement agencies to enter data into the system (DWITS)	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	MSHP/STRCC	Ongoing	Ongoing
6C4	Require the municipal courts to enter their data into the Judicial Information System (JIS) or be barred from adjudicating impaired driving offenses.	Unknown	This depends on legislation and funding.	Joni Smith, LE staff	Ongoing	Ongoing
6C5	Expand the user friendly Traffic Arrest System/Driving While Intoxicated Tracking System (TAS/DWITS) to create a full citation tracking system.	Yes	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this.	MSHP/STRCC	Ongoing	Ongoing
6C6	Maintain a complete driving history of impaired drivers including all prior offenses and initial charges.	Unknown	The Highway Patrol is working to upgrade TAS/DWITS and make it more user friendly; requiring all LEAs to enter data into the system is. HB 1695 will help with this. Track and review all impaired driving legislation for 2010.	MSHP/STRCC/Jackie Rogers	Ongoing	Ongoing

Standardized Field Sobriety Testing Assessment Recommendations								
Number	Recommendation		Will recommendation be addressed?		Tasks to be completed	Assigned to	Target date	Current Status
Program Administration								
I. 1	Assemble an advisory panel to include, but not limit to, law enforcement, prosecution, judiciary and toxicology to oversee the statewide SFST program.		Yes			Jackie Rogers		A DRE/SFST Advisory Committee has been established
I. 2	Establish a Law Enforcement Liaison (LEL) position. The LEL position can assist with improving communication between law enforcement agencies involved in Missouri SFST program.		No			Chris Luebbert, Jeremy Hodges, Vacant Position		THS staff has three staff members who work with specific law enforcement agencies in the state
I. 3	Establish a State SFST Coordinator to coordinate all SFST training to maintain standardization to the program. The SFST Coordinator shall not be involved in the delivery of the curriculum package.		Yes			Tracey Durbin, Missouri Safety Center		Missouri Safety Center coordinates the SFST program in the state and works with the Advisory Board
I. 4	The Highway Safety Division convenes a meeting with all training academy coordinators to discuss and resolve issues regarding the use of properly trained and updated SFST instructors.		No					Training Academies are using the most current SFST manual
I. 5	Develop and maintain a database of SFST practitioners and instructors across the State. This database should include, but not be limited to, dates of SFST course completion, date of last SFST update, date of last SFST proficiency and date new course materials/revisions received. This will help ensure that the most recent revision of materials are being used which should lead to acceptance of your States courts.		Yes			Tracey Durbin, Missouri Safety Center		The Missouri Safety Center maintains a listin of SFST instructors and practitioners

Program Operation								
II. 1	The NHTSA/IACP SFST curriculum should be followed and delivered in the same manner across the State, regardless of who may be delivering the training. Any existing curriculum prior to the 2006 revision should be filed for reference and their use discontinued. Additional SFST training materials may be requested through the NHTSA Central Region Office.		Yes					
II. 2	Develop and maintain an open line of communication between all Missouri SFST and DRE Instructors through the use of a State Coordinator, allowing access to all training delivered, materials used and other pertinent information, so that consistency in the Missouri SFST training can be established and maintained. The SFST coordinator and the DRE coordinator must work closely together to achieve effective communication and standardization.		Yes			Tracey Durbin, Missouri Safety Center		Tracey Durbin with the Missouri Safety Center serves as both the SFST and DRE coordinator for the state and works with the advisory board
II. 3	Develop and implement a SFST course schedule consistent with the contents contained in the Administrator's Guide of the SFST curriculum to maintain statewide standardization.		Yes					
II. 4	Establish a procedure for an in-service update every two years for SFST practitioners and SFST instructors. This update should include a proficiency examination.		Yes			Tracey Durbin, Missouri Safety Center		Tracey works with the advisory board to provide update training for both SFST instructors and practitioners as well
II. 5	Promote and utilize the National Sobriety Testing Resource Center web-site (www.sobrietytesting.org) to gain access to current SFST information.		Yes					

Program Prosecution & Adjudication								
III. 1	Include prosecutors and DOR hearing officer's in SFST and DRE training to better enable them to understand and apply the technologies of detecting alcohol and drug impaired drivers in court.		Yes			Susan Glass, Traffic Safety Resource Prosecutor		Susan provides training to prosecutors across the state
III. 2	Encourage pre-trial conferences in all DWI cases.							
III. 3	Reestablish the use of the National Judicial College to help with educating judges in the detection of alcohol and drug impaired drivers.		Yes			Jackie Rogers		The Office of State Court Administrator provides training to judges across the state and offers judges the
III. 4	Provided training for prosecutors in the effective prosecution of alcohol and drug impaired drivers. These courses include the following: 1. Prosecuting the drugged driver, 2. Standardized field sobriety testing, 3. Introduction to drugged driving, 4. Drug evaluation and classification (DEC), 5. Protecting lives/saving futures		Yes			Susan Glass, Traffic Safety Resource Prosecutor		Susan provides the training mentioned to prosecutors across the state
III. 5	Expand the number of DWI Courts to other counties and jurisdictions.		Yes			Jackie Rogers		THS funding is utilized to expand DWI Courts in the State

	Traffic Record Assessment Recommendations						
	Recommendation		Tasks to be completed	Assigned to	Target date	Current Status	
REC #	State-Wide recommendations						
1	Traffic Records System Management						
	Traffic Records Coordinating Committee						
1. 1	Expand the membership of the TRCC to include county and local law enforcement agencies and members of the local traffic engineering entities.						
1. 2	Establish a comprehensive quality assurance and improvement program guided by the NHTSA publication <i>Model Performance Measures for State Traffic Records Systems</i> .						

	Strategic Plan						
1. 3	Charge the TRCC with the development of a new Strategic Plan for State Traffic Safety Information System Improvement addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.						
1. 4	Assure that all TRCC members participate in the development of the Strategic Plan for State Traffic Safety Information System Improvement and the selection and priority setting of the projects in the Plan.						

1. 5	Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's <i>Model Performance Measures for State Traffic Records Systems</i> .						
1. 6	Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.						
	Data Integration						
1. 7	Create, Maintain, and publish a centralized traffic records system file inventory defining each system including custodial contact information and identifying all data						

	element fields, their definitions, and locations within the various component systems as outlined in the <i>Advisory</i> .						
1. 8	Examine the HIPAA available exemptions for research studies to determine if the State can overcome the obstacles believed to prevent the integration of the ISS and STARS/TMS files.						
	Data Uses and Program Management Status						
1. 9	Explore methods to incorporate additional traffic records datasets in problem identification analysis to aid in obtaining effective leading indicators of traffic safety issues.						
1. 10	Develop a centralized data warehouse of commonly requested datasets.						

2	TRAFFIC RECORDS SYSTEM COMPONENTS						
	Crash Data Component						
2. 1	Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.						
2. 2	Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports from their crash collection software.						

2. 3	Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.						
2. 4	Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.						
2. 5	Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.						

2. 6	Continue efforts with the TRS community to integrate the crash file with other TRS components.						
2. 7	Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.						
2. 8	Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.						
	Roadway Data Component						
2. 9	Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular Safety Analyst. This strategy should be						

	presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.						
2. 10	Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).						
2. 11	Accelerate current efforts to include more roadway features data for local roads in the TMS.						
	Driver Data Component						
2. 12	Consider issuing a distinctive driver license to drivers required to operate IgnitionInterlock equipped vehicles.						

2. 13	Encourage broader participation by courts to report disposition information electronically.						
2. 14	Consider reporting crash information on the driver histories of all drivers involved in a crash.						
2. 15	Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.						
2. 16	Continue to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.						
	Vehicle Data Component						
2. 17	Consider implementing an AAMVA standard barcode on registration documents to						

	promote complete and accurate data transfer to other traffic records systems.						
2. 18	Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.						
2. 19	Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.						
	Citation/Adjudication Data Component						
2. 20	Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.						
2. 21	Continue development of canned statistical reports in JIS.						

2. 22	Promote the expanded use of the LETS and FATPOT citation modules.						
2. 23	Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.						
2. 24	Automate the results of the seven day reporting requirement within the Courts so that all compliance information is disseminated electronically.						
	Statewide Injury Surveillance System (SWISS) Data Component						
2. 25	Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.						
2. 26	Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.						

2. 27	Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.						
2. 28	Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.						
2. 29	Increase use of injury surveillance/CODES data to help provide a complete picture of motor vehicle injuries in the State.						
2. 30	Support and expand the use of linked data for program evaluation activities.						
2. 31	Continue representation by the Bureau of Emergency Services on the TRCC.						
2. 32	Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.						

MISSOURI
FY 2015 Application

**Appendix D to
Part 1200 –
Certifications and
Assurances for
National Priority
Safety Program Grants
(23 U.S.C. 405)**

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Missouri

Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

06-01-14

Date

David B. Nichols, Director

Printed name of Governor's Representative for Highway Safety

Instructions: *Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.*

☐ **Part 1: Occupant Protection (23 CFR 1200.21)**

All States: *[Fill in **all** blanks below.]*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: *[Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.]*

- ☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- ☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- ☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- ☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- ☐ The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- ☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;
- OR**
- ☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

☐ **Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in **at least one** blank for each bullet below.]*

- A copy of [*check one box only*] the ☐ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - The name and title of the State's Traffic Records Coordinator is _____.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.
 - [*Check one box below and fill in **any** blanks under that checked box.*]
 - ☐ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.
 - OR**
 - ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on _____.
-

☐ **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [Check **one box** below and fill in **any** blanks under that checked box.]
 - ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [Check **one box** below and fill in **any** blanks under that checked box.]
 - ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [Check **one box** below and fill in **any** blanks under that checked box.]
 - ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in **all** blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in **all** blanks below.]*

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

☐ **Part 5: Motorcyclist Safety (23 CFR 1200.25)**

*[Check at least 2 boxes below and fill in **any** blanks under those checked boxes.]*

☐ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check one box below and fill in **any** blanks under the checked box.*]

☐ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

☐ Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in **all** applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.*)

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

MISSOURI
FY 2015 Application

Section 405(b)

Occupant Protection Grant

Missouri
FY 2015 Application
Section 405(b) Occupant Protection Grant

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23 CFR 1200.21 MAP-21, Section 405(b)
Occupant Protection Grants
Appendix D Part 1

i. Occupant Protection Plan

This Occupant Protection Plan describes programs and strategies the State will implement to achieve a reduction in fatalities and injuries on Missouri public roads. Due to a substantial backlog of crash reports, Missouri's 2013 crash file has not been finalized and closed. As a result, the FY 2015 405 Application references crash statistics only through 2012.

A substantial number of occupants killed in 2010-2012 Missouri traffic crashes were not wearing safety belts. In fatal crashes where safety belt usage was known, 69 percent of the people who died were not buckled up. Of those seriously injured, 36.7 percent were not belted. Conversely, of those not injured, 703,612 were wearing a safety belt. When just looking at young people between the ages of 15-20, 78.5 percent of those who died were not buckled up.

Safety belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2010-2012 Missouri crashes, 1 in 2 was injured when they failed to wear their safety belt, however, when they were wearing a safety belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 29.2 chance of being killed if they were not wearing a safety belt; but that chance dropped dramatically to 1 in 1,438 if the driver was wearing a safety belt. Ejection from the vehicle at the time of the crash increases the probability of death or serious injury. In known cases of those occupants killed who were totally ejected from the vehicle, 97 percent were not wearing safety belts and of those partially ejected, 90.7 percent were not belted.

The Highway Safety Office conducts two annual Safety Belt Observational Surveys. In 2013, the General Survey had 108,096 observations collected at 560 sites in 28 counties. The teen survey was conducted at 150 high schools in 92 counties resulting in a total of 36,553 observations of which 15,611 were teens. The chart below shows the safety belt use rates for the past 6 years.

Percent of Safety Belt/Passenger Vehicle Restraint Use by Year						
Year	2008	2009	2010	2011	2012	2013
General Survey	76%	77%	76%	79%	79%	80%
Teen	62%	61%	66%	67%	66%	67%

Communication is vital in Missouri's overall efforts to change public behavior in safety belt use. Missouri utilizes paid media, social media, and earned media. In an effort to ensure a comprehensive occupant protection plan, strategies to improve the number of people buckling up in an age appropriate restraint are in Missouri's Strategic Highway Safety Plan (SHSP - Missouri's Blueprint to Save More Lives), Highway Safety Plan and Performance Plan (HSP) , and the MCSAP Commercial Vehicle Safety Plan (CVSP).

The following is information from each of these Plans that are implemented throughout the State with the goal of increasing safety belt use thus reducing the number of people killed or injured in traffic crashes.

Missouri Blueprint to Save More Lives

The Executive Committee of the Missouri Coalition for Roadway Safety provides leadership, guidance and overall direction of Missouri's SHSP. Missouri's SHSP provides overall direction to our state's highway safety program and includes our new statewide fatality reduction goal of 700 or fewer fatalities by 2016. The document contains a list of nine strategies having the greatest potential to save more lives and reduce serious injuries. Increasing Safety Belt Use is one of the nine strategies and encourages the passage of a primary safety belt law, increasing the number of communities passing primary safety belt ordinances, and increasing the fine for non-use of a safety belt under the current law.

In addition, Unrestrained Drivers and Occupants is a Focus Area under Emphasis Area II – High-Risk Drivers and Unrestrained Occupants. The following is the list of strategies for this Focus area. In addition, at the end of the list of strategies are the performance measures that will be tracked to monitor progress.

Education

- Continue to educate law enforcement, parents and teens about the Graduated Driver License (GDL) statute and it's provision that allows safety belt enforcement as a primary violation
- Educate GDL recipients about the mandatory safety belt use component of the law
- Educate parents, caregivers, and grandparents about proper selection and installation of child safety and booster seats
- Recruit/certify more law enforcement officers as Child Passenger Safety Technicians

- Continue to expand public information and education campaigns to educate the general public and target groups (pickup truck and teen occupants) about the importance of occupant protection
- Expand numbers of child safety seat inspection stations and certified Child Passenger Safety Technicians

Enforcement

- Aggressively enforce the occupant protection component of the GDL law
- Aggressively enforce the child safety seat and booster seat laws
- Encourage law enforcement to enact a zero tolerance policy when enforcing the secondary occupant protection law
- Increase the emphasis on special occupant protection mobilizations that include public information campaigns and Selective Traffic Enforcement Programs (STEP)

Engineering

- Increase use of message boards and signs that encourage restraint use

Public Policy / Other

- Enact a primary safety belt law
- Expand the number of local primary safety belt ordinances

Performance Measures

Goal #1: To increase statewide safety belt usage by 1 percent annually to:

- 81% by 2014
- 82% by 2015
- 83% by 2016

Performance Measures:

- Statewide percent observed belt use for passenger vehicles (front seat outboard occupants)

Benchmarks:

- 2013 statewide safety belt usage rate = 80%

Goal #2: To reduce unrestrained passenger vehicle occupant fatalities to 326 by 2016:

- 379 by 2013
- 361 by 2014
- 344 by 2015

Performance Measures:

- Number of unrestrained passenger vehicle occupant fatalities

Benchmarks:

- 2012 unrestrained passenger vehicle occupant fatalities = 396

Goal #3: To increase safety belt citations and warnings made during grant funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 35,295:

- 35,384 by 2014
- 35,472 by 2015
- 35,561 by 2016

Performance Measures:

- Number of safety belt citations issued during grant-funded enforcement and mobilizations

Benchmarks:

- 2011-2013 safety belt citations and warnings made during grant-funded enforcement activities and mobilizations = 35,295

Goal #4: To increase teen safety belt usage by 1 percent usage annually to:

- 68% by 2014
- 69% by 2015
- 70% by 2016

Performance Measures:

- Percent observed belt use for teen front seat outboard occupants

Benchmarks:

- 2013 teen safety belt usage rate = 67%

Goal #5: To increase safety belt usage by commercial motor vehicle drivers by 1 percent during surveys conducted biennially to:

- 82% by 2014
- 83% by 2016

Performance Measures:

- Percent observed safety belt use for commercial motor vehicle (CMV) drivers

Benchmarks:

- 2012 CMV driver usage rate = 81%

Highway Safety Plan and Performance Plan

A section of the 2015 HSP is dedicated to Occupant Restraints. The occupant protection strategies in this application are taken from the 2015 Highway Safety Plan and are divided into the following sections: Child Passengers, Teen Passengers/Drivers, and General Occupant Protection.

Child Passengers

- Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use
- Maintain a state CPS Advisory committee and implement their recommendations where appropriate
- Conduct six certified Child Passenger Safety Technician classes statewide
- Certify an additional CPS instructor each year
- Maintain a statewide computer list-serve of CPS technicians and instructors
- Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids and the Traffic and Highway Safety Division
- Work with partners and with the media to garner support for annual CPS Week in September
- When funding is available, provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families
- Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws
- Conduct Child Restraint Observational Survey every other year
- Conduct CPS enforcement and public awareness campaign during National CPS Week

Teen Passengers/Drivers

- Conduct annual teen statewide safety belt enforcement and public awareness campaign in March followed by the teen safety belt observational survey in April
- Conduct youth safety belt selective traffic enforcement efforts statewide coupled with press releases, radio and internet spots, and materials targeting young drivers
- Promote the It'll Kill You youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience
- Develop youth safety belt public awareness materials with input from young drivers

- Educate youth on the importance of safety belts through programs such as Team Spirit Youth Traffic Safety Leadership Conferences and Reunion, Battle of the Belt, ThinkFirst and the Young Traffic Offenders Program

General Occupant Protection

- Conduct NHTSA-approved statewide safety belt observational survey on an annual basis
- Produce, promote and distribute educational materials addressing occupant protection laws, the importance of wearing safety belts all the time, and air bag safety
- Promote the Saved by the Belt survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience
- Conduct annual *Click It or Ticket* selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the *Click It or Ticket* safety belt campaign message
- Compliment annual *Click It or Ticket* campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts namely through press releases.
- Conduct paid media efforts and work toward continual increases in earned media efforts
- Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws
- Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.
- Provide motivational educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSA) conference

Motor Carrier Safety Assistance Program (MCSAP) and the Commercial Vehicle Safety Plan

Missouri has a unique advantage in that the State's Highway Safety Plan and Commercial Vehicle Safety Plan (CVSP) are coordinated out of the same office. Missouri's Commercial Motor Vehicle Program Manager is based in the Office of Highway Safety. The Office of Highway Safety coordinates NHTSA and FMCSA funded traffic safety projects for both CMV and non-CMV, thus allowing for more efficient use of funds and better collaborative efforts.

There are two program strategies in the MCSAP CVSP that address safety belt use by commercial vehicle drivers. Missouri conducts a Commercial Motor Vehicle driver safety belt use observational survey on a biannual basis. In 2010 the safety belt use rate was 80 percent

which increased to 81 percent in 2012. Below are the program strategies included in the 2013 MCSAP CVSP.

Program Strategy: Statewide public information/education and enforcement efforts will be conducted in an effort to increase the CMV driver safety belt use rate.

Program Activity Plan: Public Information and education FY 2015 efforts will include:

- Information at State Fair
- Information at MoDOT Motor Carrier Services office
- Press Releases during *Operation Safe Driver*
- Safety Belt promotional information in the Motor Carrier Services *News on Wheels*, which is mailed to every carrier registered to operate in Missouri
- Work with Missouri Trucking Association to share the safety message
- Seatbelt use is discussed during Motor Carrier Services training sessions
- Public education and awareness campaigns

Program Strategy: Safety belt enforcement projects will be conducted with a focus on observed safety belt violations which typically results in an inspection.

Program Activity Plan: Missouri State Highway Patrol, Kansas City Police Department and St. Louis Metropolitan Police Department (MCSAP) officers will maintain a zero tolerance policy on seatbelt enforcement involving commercial vehicle drivers on all CMV stops and inspections.

MoDOT Motor Carrier Services sends letters to carriers who employ a driver who received a seat belt violation. The letter reminds the carrier to encourage their drivers to Buckle Up and reminds them of the CSA and other consequences of not wearing a safety belt.

ii. Click It or Ticket Mobilization

The state of Missouri has utilized the Click It or Ticket mobilization model for the past 11 years. Missouri will continue to use this model for future CIOT mobilizations.

The FY 2013 CIOT campaign funded local cities, counties and state patrol law enforcement agencies to conduct safety belt enforcement efforts between May 20 and June 2, 2013. Contract award amounts for enforcement include \$120,000.00 to the Missouri State Highway Patrol, \$188,000.00 to local cities and counties and \$170,000.00 for paid media. Missouri also promoted the 2013 CIOT campaign by issuing pre and post news releases to local media and requiring all participating agencies to notify local media about their participation in the 2013 CIOT campaign and their final results. All enforcement efforts were coupled with an aggressive paid media campaign that began one week prior to the enforcement campaign and ran through June 2, 2013.

Following the same plan as FY2013, the FY2014 contract award amounts include \$121,000 to the Missouri State Highway Patrol, \$255,000 to local cities and counties, and \$175,000 for paid media. The FY2014 campaign runs May 19 – June 1, 2014. Missouri averages 170 participating law enforcement agencies for the CIOT national safety belt campaign.

Citations/Warnings Issued During the Click It or Ticket Mobilization Safety Belt Campaign*

Year	2008	2009	2010	2011	2012	2013
Participating Agencies	152	188	182	202	133	193
Hours Worked	13,114	19,219	11,031	15,722	6,079	9,011
Traffic Stops	19,397	30,417	27,072	28,905	18,523	17,195
Sobriety Checkpoints	3	25	12	21	5	6
DWI Arrests	218	375	207	386	147	193
Safety Restraint Citations	5,796	7,243	6,174	7,283	5,201	9,074
Child Passenger Citations	211	243	252	330	164	369
Felonies	110	187	96	97	74	85
Stolen Vehicles Recovered	9	46	8	4	4	4
Fugitives Apprehended	276	562	415	471	217	242
Suspended Licenses	616	1,114	835	1,377	850	1,336
Uninsured Motorists	1,569	2,339	2,338	3,311	2,303	3,149
Speeding	8,683	10,322	10,698	10,046	6,571	8,754
Reckless Driver	230	541	211	307	119	191
Drugs	115	241	183	176	84	194
Other	4,462	5,390	4,892	11,964	8,199	9,086

*Source: MoDOT Traffic & Highway Safety Online Mobilization Activity Reporting Website

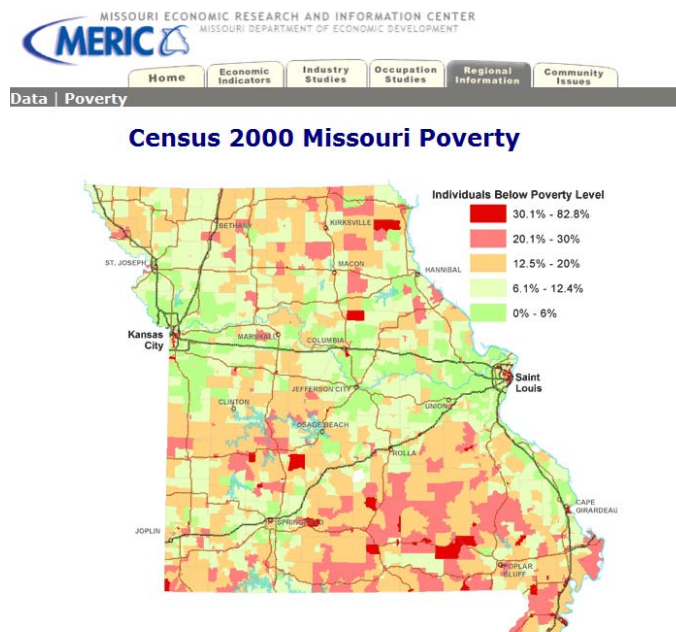
iii. Child Restraint Inspection Stations

In 2006 when the Booster Seat bill was passed into law, a great deal of preliminary work needed to take place in order to notify the public about the new law, and to develop/enhance policy regarding the child passenger safety (CPS) program in Missouri, therefore the MO CPS Advisory Committee was formed. Members were selected from each MoDOT region (at that time 10 districts). These members were professionals from organizations such as Fire Departments, Health Departments, Safety & Health Councils, Police Departments, Missouri State Highway Patrol, Hospitals, Safety Alliances, Safe Communities, and MoDOT. The Deputy Regional Administrator from NHTSA also serves as a member on the Committee, along with the MoDOT Office of Highway Safety State CPS Coordinator, who serves as the chairman. Members of the Advisory Committee are charged with the oversight of all aspects of the CPS program including inspection stations.

Missouri has an active network of 198 child restraint inspection stations. A copy of the child restraint inspection stations, car seat distribution and the child safety seat order lists can be found in Appendix A. Two additional inspection stations were added since last year. There continues to be a minimum of at least one currently certified child passenger safety technician available in the designated counties to assist parents/caregivers with the proper procedures to install a child restraint safely. Inspection stations are omitted from the NHTSA website when/if there is no currently certified technician on staff to provide the service. In order to be eligible to receive child safety seats by the Highway Safety Office, inspection stations are required to be listed on the NHTSA website.

These inspection stations are located around Missouri in areas that service the majority of the State's population and are able to show evidence of outreach to underserved areas. Of the 115 counties in Missouri (see separate map in Appendix A), 83 (or 72%) have one or more inspection stations that employ certified CPS technicians during posted working hours. These technicians are certified through NHTSA's Standardized CPS Course which qualifies them to provide education to parents or caregivers about the safest way for their children to travel. Although the map indicates 32 of the 115 counties do not have an inspection listed on the NHTSA website, it should be noted that some CPS technicians service other counties surrounding the one in which they are located, which would realistically bring the count up closer to 80% coverage statewide.

There are inspection stations in approximately 65% of the locations with poverty level between 30-83% (see map below).



In counties without an inspection station, there are technicians who work in hospitals, departments of health, police departments, etc. who are not associated with an inspection station. Many of these technicians provide service to parents/caregivers who seek education on proper use of child safety seats even if they live in another county.

A child restraint is not necessarily provided by the inspection station each time. Parents sometimes only need assistance with technique or in making appropriate seat selection for their child. It is estimated that most Missouri inspection stations conduct an average of 300 child safety seat inspections per year. These inspections can be scheduled by parents during organized CPS check-up events or by making an appointment with a certified technician that can be located by accessing the NHTSA website.

Evidence of successful outreach can be demonstrated by the 2,676 child safety seats that were distributed by these inspection stations in 2013 to low income families per guidelines set forth by the MO CPS Advisory Committee (a committee that was formed in 2006 as a result of the Booster Seat law that passed). Guidelines established by the Committee spell out the terms and conditions of being eligible to receive child safety seats for low income families. Those guidelines are:

1. The agency must be listed as a NHTSA-approved check site with certified technicians on staff.
2. Child restraints must be distributed to families with an economic need.
3. If a donation is collected, then federal regulations regarding program income will be followed (Section 2011 of SAFETEA-LU Pub. L 109-59)
4. The agency will maintain records of the distribution(s) and donations collected.
5. All collected donations must be used to replace seats in a bonafide child car seat program. A certified CPS technician/instructor should supervise all child restraint distribution programs and ensure that adequate training based on the NHTSA standardized curriculum is provided to those distributing the selected seats. The certified technician should also ensure that appropriate training is provided to the recipients of the seats.

Successful outreach is also demonstrated by the steady increase in the child safety seat usage rate as observed during a CPS Survey conducted every other year. Since 2001, when the usage rate was 64%, Missouri has seen an increase each time the survey was conducted. The most recent survey reported a usage rate of 91% (see Appendix B). Another survey took place in the spring of FY14. Results are not yet available.

At the end of each CPS training course supported by the Highway Safety office, instructors give a brief overview of the procedures to become an inspection station. Students are encouraged to talk with their employer/agency about the benefits of becoming an inspection station. The NHTSA form is provided to students so they can complete and submit it to the NHTSA contact. This process has been very successful in past years.

iv. Child Passenger Safety Technicians

The CPS Coordinator in Missouri's Highway Safety office (OHS) formulates an annual plan to recruit, train and maintain a sufficient number of child passenger safety technicians. As of February 2014 there are a total of 989 currently certified CPS technicians in Missouri, an increase from last year of 55, 38 of whom are certified instructors (an increase of one from last year). A list of these technicians and instructors is downloaded on a monthly basis from the Safe Kids Worldwide website and maintained in the Highway Safety office. This list is also provided to members who serve on the MO CPS Advisory Committee for local communication efforts in the individual regions, and any public entity requesting such information. A listing of the CPS technicians by county, a map of where the technicians are located, a list of instructors, and a map of where instructors are located can be found in Appendix B.

In 2006, the first CPS Summit convened in Missouri. As a result of that Summit, the Missouri CPS Advisory Committee was formed. The 12 members that make up this committee are CPS technicians/instructors who are professionals employed by agencies including hospitals or health care facilities, law enforcement agencies (including the Missouri State Highway Patrol), a safe community organization, a safety and health council, a fire department, health departments, a Safe Kids organization, NHTSA, a safety alliance, and a MoDOT regional office. During an Annual CPS Summit these members meet to discuss the next fiscal year budget, assist with the formulation of a state CPS plan, and make recommendations or policy enhancements to existing CPS programs in Missouri. The 9th Annual CPS Advisory Committee Summit will convene in August later this year. This committee has been a key element in Missouri's successful CPS program.

In an effort to maintain a sufficient number of child passenger safety technicians, between 8 and 12 CPS courses are sponsored by the OHS each year, estimating the certification of more than 200 new technicians annually. This number does not include classes that are sponsored by other agencies/partners not funded by the OHS. There are currently 3 certification classes already scheduled in FY2014, but it is estimated at least 8 classes will be scheduled/sponsored by the OHS. During the Annual CPS Summit, members are provided with a state map that indicates the counties that are lacking CPS technician representation. If funding is needed in those counties, financial assistance may be provided to that member (CPS liaison) for training. An effort is made each year to review the map to ensure each county will have at least one technician. The addition of these new technicians each year helps to ensure that Missouri will maintain a consistent number of technicians. In 2002, there were less than 400 certified technicians in Missouri. Due to the efforts of an extraordinary passionate group of safety partners, that number increased to almost 1,000 by 2014. It is necessary that at least one certified CPS technician be available at checkup events or inspection stations to provide key information to parents and caregivers about the proper installation of child safety seats.

CPS training opportunities are mentioned during grant meetings, regional meetings, and any time program staff members meet with the public/safety partners in an effort to promote child passenger safety. A CPS training brochure (see Appendix B) was developed and distributed to the public in an effort to reach potential partners that are interested in enhancing their careers in the field of child passenger safety. The brochure outlines the benefits and registration procedures for attending NHTSA's Standardized CPS training course. The brochure is available through the online ordering system along with other CPS-related safety materials (see Appendix B).

4. Additional Requirements for lower seat belt use rate states

iii. Seat Belt Enforcement Effort

In order to achieve a sustained safety belt enforcement effort, Missouri conducts four quarterly occupant protection enforcement campaigns in addition to the annual CIOT campaign. Missouri has law enforcement projects in each of the counties shown on the map depicting over 70% of the state's population. Those counties and relative agencies are following (SO – Sheriff's Office; PD – Police Department):

Buchanan County: Buchanan Co. SO, St. Joseph PD, Country Club Village PD

Platte County: Platte Co. SO, Platte City PD, Edgerton PD, Weston PD, Parkville PD

Clay County: Clay Co SO, Gladstone PD, Liberty PD, Smithville PD, North KCPD, Kearney PD, Excelsior Springs PD, Oakview PD

Jackson County: Jackson Co SO, KCPD, Independence PD, Lee's Summit PD, Grain Valley PD, Raytown PD, Grandview PD, Lone Jack PD, Sugar Creek PD, Lake Tapawingo PD

Cass County: Cass Co SO, Belton PD, Raymore PD, Pleasant Valley PD, Harrisonville PD, Cleveland PD

Johnson County: Missouri State Highway Patrol

Jasper County: Jasper Co SO, Joplin PD, Webb City PD, Oronogo PD, Carthage PD, Cartersville PD, Duenweg PD, Carl Junction PD, Duquesne PD

Newton County: Newton Co. SO, Neosho PD, Joplin PD

Greene County: Greene Co. SO, Springfield PD, Republic PD, Strafford PD

Christian County: Christian Co SO, Nixa PD, Ozark PD, Billings PD

Boone County: Boone Co. SO, Columbia PD, Hallsville PD

Cole County: Cole Co. SO, Jefferson City PD

Lincoln County: Lincoln Co. SO, Troy PD, Hawk Point PD, Moscow Mills PD

St. Charles: St. Charles Co. SO, St. Charles PD, St. Peters PD, Wentzville PD, O'Fallon PD, Lake St. Louis PD, Foristell PD, Cottleville PD, New Melle PD

St. Louis County: St. Louis County PD, Florissant PD, Hazelwood PD, Bridgeton PD, St. John PD, St. Ann PD, Chesterfield PD, Creve Coeur PD, Maryland Heights PD, Webster Groves PD, Pacific PD, Eureka PD, Kirkwood PD, Olivette PD, Overland PD, Town and Country PD, Bellefontaine Neighbors PD, Ballwin PD, Bel-Nor PD, Breckenridge Hills PD, Brentwood PD, Edmundson PD, Calverton Park PD, Charlack PD, Clayton PD, Country Club Hills PD, Ferguson PD, Glendale PD, Riverside DPS, Rock Hill PD, Shrewsbury PD, University City PD, Velda City PD

St. Louis City: St. Louis Metro PD

Franklin County: Franklin Co. SO, Union PD, Washington PD, St. Clair PD, Sullivan PD, New Haven PD
Jefferson County: Jefferson County SO, Arnold PD, Pevely PD, Crystal City PD, Herculaneum PD,
Byrnes Mill PD, DeSoto PD, Festus PD, Hillsboro PD

St. Francois County: Farmington PD, Bonne Terre PD, Leadington PD

Cape Girardeau County: Cape Girardeau Co. SO, Cape Girardeau PD, Jackson PD

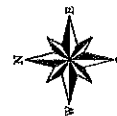
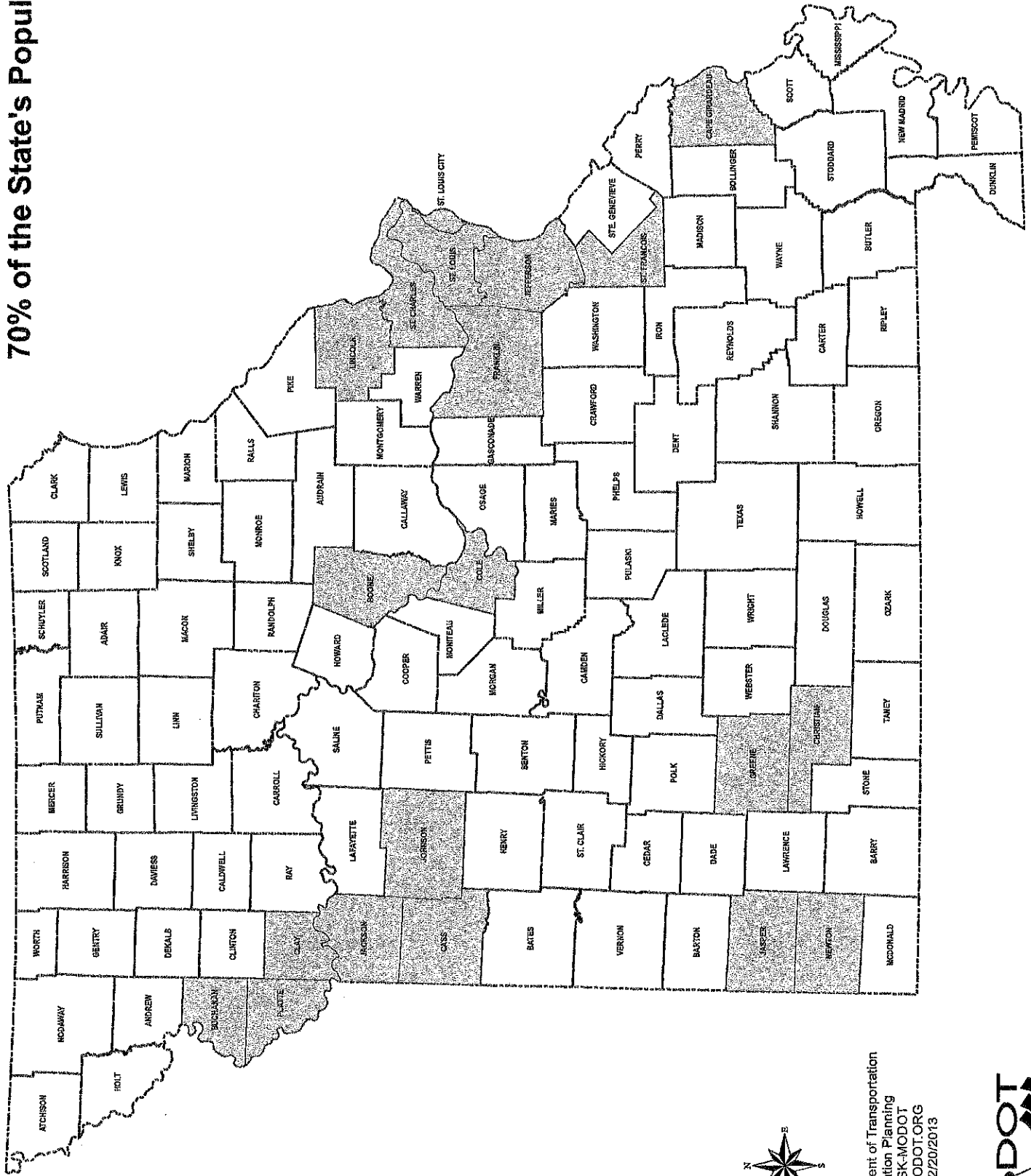
We strongly encourage all law enforcement agencies funded through our grants to continue safety belt enforcement activity throughout the grant year.

Solicitation for quarterly occupant protection campaigns are sent to all law enforcement agencies in the State of Missouri. Participating agencies are requested to post enforcement totals to a Mobilization Reporting web page. During fiscal year 2014 the CIOT quarterly mobilization dates are November 25, 2013, February 21, 2014, March 15-31, 2014, April 14, 2014 and September 14-20, 2014. The March 15-31 campaign will focus on teens and the September 14-20 campaign will focus on child passenger safety, law enforcement agencies receive additional monies for participation in these campaigns. All quarterly campaigns are coupled with an earned media campaign. Media efforts will be strongly focused in the following media markets: St. Louis, Kansas City, Columbia/Jefferson City, Springfield, Joplin and Cape Girardeau. These areas include the counties that comprise the top 70% of the state's population.

Quarterly enforcement dates for FY2015 have not been finalized but will follow the same calendar as FY2014.

To support the continued effort of sustaining safety belt enforcement, law enforcement agencies that are awarded grants each fiscal year to work hazardous moving violation projects include contract conditions that state the following: *Agency is strongly encouraged to participate in all national or state mobilization efforts in conjunction with, or at the direction of the Traffic and Highway Safety Division. These mobilizations include but are not limited to: Click it or Ticket campaign, impaired driving campaign, youth seat belt enforcement campaign, quarterly enforcement efforts, mobilization reporting efforts shall be completed using the online mobilization reporting form.*

70% of the State's Population



Missouri Department of Transportation
 Transportation Planning
 1-888-ASK-MODOT
 WWW.MODOT.ORG
 Date: 02/20/2013



Missouri Department of Transportation
David B. Nichols, Director

573.751.7643
Fax: 573.526.0120
1.888.ASK MODOT (275.6636)

April 24, 2014

Dear Chief/Sheriff:

The annual Click It or Ticket safety belt campaign is soon approaching and once again the MoDOT Traffic & Highway Safety Division asks for your help in increasing safety belt use in Missouri. Since 2009, 3,140 vehicle occupants have been killed on Missouri's roadways, 1,927 of which were not belted – that is a 68% unbuckled fatality rate. This trend is continuing for 2014, where as of April 20, Missouri has seen 186 fatalities on our roadways, a 9% increase over this time last year, with 64% of them unbuckled.

Please help encourage motorists to buckle up through stepped up enforcement and education during this year's Click It or Ticket Enforcement Campaign, which runs May 19 – June 1, 2014. Enforcement of the seat belt laws, whether the state's secondary law or local primary ordinances, is essential in ensuring motorists Arrive Alive at their destinations.

Enclosed with this letter are reporting instructions for recording your citation and warning information in the online mobilization reporting system. This is important to complete so the public can be informed of our efforts and for required reporting to the National Highway Traffic Safety Administration. In addition to the reporting instructions, pre & post press releases and safety belt talking points are also included for your use in educating the public and your officers regarding safety belt use in Missouri and the importance of buckling up. More information is available at www.TrafficSafetyMarketing.gov.

Thank you in advance for your participation in this year's Click It or Ticket Campaign, and if you have any questions please contact Scott Jones at (573) 522-1341 or scott.jones@modot.mo.gov.

Regards,

Leanna Depue, P.h.D.
Director

Enclosures



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org



Click It or Ticket 2014

**Don't forget, the annual
Click It or Ticket Campaign runs
May 19 – June 1, 2014**

**Please help encourage Missourians to
BUCKLE UP during this campaign.**

***Since 2009, 3,140 vehicle occupants killed in
Missouri; 1,927 (68%) were not belted!***

Please report your citation results to Highway Safety's Mobilization site:

1. Go to: <http://mobilization.rejis.org/frmLogin.aspx>
2. Use the drop down arrows to select the "2014 Click It or Ticket" campaign and your law enforcement department for the agency.
4. Enter your department's ORI and enter the password "Click".
5. Next, enter all data collected for the campaign, then hit "Calc" and "Save".
(Note: "Save" uploads your data to the site. You can then select your entry to print.)

**Please report your
statistics by
June 30, 2014**

**For information, call:
Scott Jones
MoDOT Highway Safety Division
1-800-800-2358**



NEWS RELEASE

For Release: May 2014

For More Information Contact: (Department Contact and Phone Number)

Brake for Seat Belts

(Name of Agency) to Participate in Click It or Ticket Enforcement

(Name of City or County, State) – [Organization Name] will be joining with statewide law enforcement May 19- June 1 for an aggressive “Click It or Ticket” mobilization to crack down on Missouri’s seat belt violations.

Six out of 10 people killed in Missouri traffic crashes are unbuckled. And even with all the advancements in automobile safety and education on the importance of seat belt use, Missouri’s seat belt use has remained relatively unchanged in the last six years and consistently below the national average.

Missouri has an 80 percent seat belt use, which is well below the national average of 86 percent. Teens and pick-up truck drivers are among those least likely to buckle up at 67 and 63 percent.

“Every day someone dies in a crash in Missouri because they weren’t buckled up,” said **[Local Official, Title]**. “We will be pulling out all the stops to ensure motorists are buckling up.”

Seat belt use is the single most effective way to protect people and reduce fatalities in motor vehicle crashes.

Buckle Up and Arrive Alive. For information on Missouri seatbelt usage, visit www.saveMOlives.com.

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NEWS RELEASE

For Release: June 2014

For More Information Contact: (Department Contact and Phone Number)

(Name of Agency) Releases Results of Click It or Ticket Enforcement

Motorists Reminded to Buckle Up and Arrive Alive

(Name of City or County) – The (Name of Agency) participated in the national Click It or Ticket mobilization conducted May 19-June 1. During the enforcement effort, officers issued a total of (number) traffic tickets including: (number) seat belt tickets; (number) speeding tickets; (number) driving while intoxicated; and (number) other traffic violations. (Number) felony arrests were made as a result of the crackdown.

“Seat belts are your single best defense in a crash,” stated (Name of Chief or Sheriff). “Law enforcement will continue to encourage drivers to make a simple, smart choice to buckle up and Arrive Alive.”

Six out of 10 people killed in Missouri traffic crashes are unbuckled. Missouri’s seat belt use has remained relatively unchanged in the last six years. Missouri has an 80 percent seat belt use, which is well below the national average of 86 percent. Teens and pick-up truck drivers are among those least likely to buckle up at 67 and 63 percent.

Buckle up and Arrive Alive. For more information on Missouri’s seat belt use, visit www.saveMOlives.com.

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iv. High Risk Population

During the past three years, 68 percent of individuals killed in crashes in Missouri were unrestrained. The number of unbelted teens killed in Missouri crashes during the last three years is even higher – 75 percent. When analyzing only the pick-up truck drivers and passengers, 84 percent of those killed during the last three years were unrestrained. Missouri’s observed safety belt use rate of 80 percent in 2013 is well below the national average of 87 percent. Missouri conducts both a statewide and a teen safety belt use observational survey each year.

The Child Safety Seat and Commercial Motor Vehicle Driver Safety Belt Use Surveys are conducted periodically. Teen safety belt use is of particular concern. This group’s safety belt use is 13 percent lower than the overall use rate.

Survey	Year	Safety Belt Use
Statewide (all users)	2013	80%
Teen	2013	67%
Child Safety Seat (under 4)	2009	91%
Commercial Motor Vehicle	2012	81%

Countermeasures targeting the high risk populations of teenage drivers, passengers in child safety seats and drivers on rural roadways include:

Education

- Continue to educate law enforcement about the Graduated Driver License (GDL) statute and the provision that defines safety belt enforcement as a primary violation
- Educate GDL recipients and parents about the mandatory safety belt use component of the law
- Continue to expand public information and education campaigns to educate the general public and target groups (pick-up truck and teen occupants) about the importance of occupant protection
- Expand the availability of driver education programs for young drivers (classes, web-based, etc.)
- Educate young drivers on all aspects of safe driving and rules of the road
- Educate parents on the importance of purchasing safety-enhanced vehicles for their young drivers
- Educate parents about the availability of in-vehicle driver monitoring devices
- Educate parents on the importance of open communication with their young drivers regarding high risk driving behaviors (e.g. distractions, impairment, safety belt use, dealing with passengers, etc.)
- Expand peer-to-peer training on safe driving habits and being a safe/respectful passenger

- Educate parents, caregivers and grandparents about proper selection and installation of child safety and booster seats.
- Recruit and certify more law enforcement officers as Child Passenger Safety technicians
- Expand the number of child safety seat inspection stations and certified Child Passenger Safety Technicians.

Enforcement

- Aggressively enforce the occupant protection component of the GDL law
- Encourage law enforcement to enact a zero tolerance policy when enforcing the secondary occupant protection law
- Increase the emphasis on special occupant protection mobilizations that include public information campaigns and Selective Traffic Enforcement Programs
- Encourage strict enforcement of GDL law (e.g. curfew, safety belt, passenger restrictions)
- Expand enforcement targeting young drivers
- Encourage strict enforcement of texting law
- Expand law enforcement participation in the Youth Seat Belt Enforcement Campaign
- Aggressively enforce the child safety seat and booster seat laws

Engineering

- Increase use of message boards and signs that encourage restraint use

Public Policy / Other

- Enact a primary safety belt law
- Expand the number of local primary safety belt ordinances
- Enhance GDL law components to include passenger restrictions, stricter curfews, increased supervised driving hours and restricted cell phone use

Emergency Medical Services

- Develop a plan to expand the awareness and use of In Case of Emergency (ICE) to encourage people to enter emergency contact information in their mobile phone

Projects Targeting Teenage Drivers, Passengers in Child Safety Seats and Drivers on Rural Roadways

- Team Spirit – Consisting of two full conferences and four mini conferences conducted each year potentially reaching 72 high schools statewide. One Reunion conducted each year to renew and reenergize students to continue safety belt and safe driving education. Each high school team provides peer-to-peer education in their school and community consisting of seat belt use and safe driving habits.

- Battle of the Belt – Annual seat belt competition conducted by high school students consisting of two surprise seat belt surveys, 4 weeks of peer-to-peer seat belt education and creation of a public service announcement. Approximately 150 schools participate in the competition each year.
- Youth Seat Belt Enforcement – Annual law enforcement seat belt campaign utilizing grant funding to encourage law enforcement agencies to conduct high visibility enforcement for two weeks in locations where teens frequently drive. The enforcement campaign is coupled with a media campaign to encourage and educate teens on the importance of safety belt use.
- Media – Media campaigns and communication efforts are utilized year round through the use of posters, brochures, incentive items, You Tube videos, social media and the SaveMOlives webpage to encourage and educate all age groups and roadway users on the importance of safety belt use.
- Missouri Coalition for Roadway Safety – Coalition efforts in all seven districts target high risk roadway users year round on topics such as seat belt use, texting and driving and underage drinking. Multiple programs and events are carried out though out the state by many different groups.
- Alliance Sports Marketing Campaign – Sponsorship with fifteen motor sports venues across the state and three baseball teams. Each venue implemented the Drive Sober or Get Pulled Over and safety belt messages on premium signage, team schedule posters, making public address announcements and t-shirt promotions.
- Occupant Protection Law Enforcement Grants – Missouri conducts four quarterly occupant protection enforcement campaigns in addition to the annual CIOT campaign Solicitation for quarterly occupant protection campaigns are sent to all law enforcement agencies in the State of Missouri. Participating agencies are requested to post enforcement totals to a Mobilization Reporting web page. During fiscal year 2014 the CIOT quarterly mobilization dates are November 25, 2013, February 21, 2014, March 15-31, 2014, April 14, 2014 and September 14-20, 2014. The March 15-31 campaign will focus on teens and the September 14-20 campaign will focus on child passenger safety; law enforcement agencies receive additional monies for participation in these campaigns. All quarterly campaigns are coupled with an earned media campaign. Media efforts will be strongly focused in the following media markets: St. Louis, Kansas City, Columbia/Jefferson City, Springfield, Joplin and Cape Girardeau. Mobilization dates for FY2015 have not been determined yet but will follow the same calendar as FY2014.
- Click It or Ticket It Law Enforcement and Media Campaign – CIOT include providing funding to local cities, counties and state patrol law enforcement agencies to conduct safety belt enforcement efforts between May 19 and June 1, 2014. Contract award amounts for enforcement include \$121,000.00 to the Missouri State Highway Patrol, \$255,000.00 to local cities and counties and \$175,000.00 for paid media. Missouri will also promote the 2014 CIOT campaign by issuing news releases to local media and

requiring all participating agencies to notify local media about their participation in the 2014 CIOT campaign. All enforcement efforts will be coupled with an aggressive paid media campaign that will begin one week prior to the enforcement campaign and run through June 1, 2014. Missouri averages 170 participating law enforcement agencies for the CIOT national safety belt campaign.

- Child Passenger Safety Technicians - The CPS Coordinator in Missouri's Highway Safety office formulates an annual plan to recruit, train and maintain a sufficient number of child passenger safety technicians. As of February 2014 there are a total of 989 currently certified CPS technicians in Missouri, 38 of whom are certified instructors. Between 8 and 12 CPS Courses are sponsored by the Highway Safety office each year, estimating the certification of more than 200 new technicians annually. This number does not include classes that are sponsored by other agencies/partners.
- Child Passenger Safety Brochure - A CPS training brochure was developed and distributed to the public in an effort to reach potential partners that are interested in enhancing their careers in the field of child passenger safety.

v. Comprehensive Occupant Protection Program

To qualify for an occupant protection grant, States must submit an occupant protection plan that describes programs the State will implement for achieving reduction in traffic crashes, fatalities and injuries on public roads. Over the past 6 years, safety belt use in Missouri has ranged between 76-80 percent. As a result, Missouri must apply as a lower seat belt use rate state and implement a comprehensive occupant protection program.

The chart below shows Missouri's seat belt use rate for the past six years.

% of Safety Belt/Passenger Vehicle Restraint Use by Year					
2008	2009	2010	2011	2012	2013
76%	77%	76%	79%	79%	80%

The percent of unrestrained passenger vehicle occupants killed and seriously injured in crashes remain essentially unchanged between 2009 and 2012. The percent dropped to 63.4% in 2013. Below is a chart showing the number of passenger vehicle occupant fatalities and serious injuries from 2009-2013 and corresponding percent of unrestrained passenger vehicle occupants. Serious injury data are incomplete for 2013 because our crash file for that year has not been finalized.

Fatal/Serious Injury by Percent of Unrestrained by Year					
Year	2009	2010	2011	2012	2013
Total Occupant Fatalities	693	634	615	619	579
Unbelted Fatalities	425	392	380	396	334
% Unrestrained	67.1%	67.7%	68.6%	70.8%	63.4%
Total Occupant Serious Injuries	5,359	4,994	4,451	4,350	3,690
Unbelted Serious Injuries	1,730	1,598	1,452	1,449	1,202
% Unrestrained	35.6%	35.9%	36.5%	37.5%	36.0%

Missouri's Strategic Highway Safety Plan (Missouri's Blueprint to Save More Lives) identifies nine strategies having the greatest potential to save more lives and reduce serious injuries. One of the "Necessary Nine" is to increase safety belt use. Aggressive implementation of this strategy and the other eight will lead to more lives being saved.

Safety partners throughout Missouri will work diligently to implement this comprehensive occupant protection program. The overall outcome is to educate and

motivate citizens to buckle up every vehicle occupant in an age appropriate restraint or safety belt on every trip. The program involves a combination of enforcement, public information, education and incentives. This two-year comprehensive occupant protection program includes the following components as outlined in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 20 – Occupant Protection.

I. Program Management

The Highway Safety office provides centralized occupant protection planning, implementation, coordination, and program monitoring. The Highway Safety Office will:

FY 2014

- Develop a multi-year Occupant Protection Strategic Plan
 - Submit a funding proposal to the Executive Committee of the MCRS to host an Occupant Protection Summit. The Highway Safety Office Occupant Protection Coordinator in cooperation with the Occupant Protection Subcommittee will develop the proposal.
 - The OP Subcommittee and Coordinator will assume the leadership role in organizing and facilitating the Summit.
 - Identify stakeholders to attend the Summit. To assure broad-based participation, stakeholders shall represent the four “E’s” and each MCRS Regional Coalition.
 - Identify location, plan logistics and develop the agenda guided by the elements outlined in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 20— Occupant Protection.
 - Prepare the multi-year strategic plan based upon the strategies identified at the Summit. The plan will include at a minimum a program management strategy, a program evaluation strategy, a communication and education strategy and an enforcement strategy.
 - The Highway Safety Office, in conjunction with the Missouri Department of Health and Senior Services and the U.S. Centers for Disease Control – National Center for Injury Prevention and Control hosted a “Motor Vehicle Project Workshop” focusing on seat belt use in Missouri. This workshop served as the Occupant Protection Summit and pulled together several key stakeholders to assist in

developing a comprehensive Occupant Protection Plan. The workshop was conducted June 18 – 19, 2014. The Occupant Protection Subcommittee was formed by attendees at this workshop, who will continue to work together to continue developing the Occupant Protection Plan.

- Conduct a NHTSA-facilitated Occupant Protection Assessment by September 1, 2013 (FY2013 – moved to FY2014). See Appendix C.
 - A request for an Occupant Protection Assessment was submitted to the NHTSA Region 7 Office.
 - Due to the overwhelming request for OP Assessments by the states, NHTSA asked Missouri to delay their Assessment until after September 1, 2013. The Missouri Occupant Protection Assessment was conducted March - April 4, 2014.
- Continue to encourage the seven Regional Coalitions for Roadway Safety to expand the integration of occupant protection programs into their overall safety programs. They should implement both enforcement and educational Occupant Protection programs.
- Evaluate the effectiveness of the occupant protection program by
 - Conducting a Statewide Seat Belt Observational Survey, a Teen Safety Belt Observational Survey, a Child Restraint Observational Survey and a Commercial Driver Safety Belt Observational Survey
 - Monitoring the percent of safety belt use by occupants killed in traffic crashes
 - Monitoring the percent of safety belt use by teens killed in traffic crashes
 - Monitoring the number of occupant protection citations and warnings.

FY 2015

- Develop a multi-year implementation plan for the Occupant Protection Strategic Plan
 - The Highway Safety Office Occupant Protection Coordinator in cooperation with the Occupant Protection Subcommittee will develop the implementation plan.
 - Once the plan is completed, the OP Subcommittee and Coordinator will assume the leadership role in educating the MCRS Executive Committee and the 7 MCRS Regional Coalitions about the

elements of the plan. In addition they will seek the Regional Coalitions support to assist in implementing the Plan.

- Continue to encourage the seven Regional Coalitions for Roadway Safety to expand the integration of occupant protection programs into their overall safety programs. They should implement both enforcement and educational Occupant Protection programs.
- Evaluate the effectiveness of the occupant protection program by
 - Conducting a Statewide Seat Belt Observational Survey, a Teen Safety Belt Observational Survey
 - Monitoring the percent of safety belt use by occupants killed in traffic crashes
 - Monitoring the percent of safety belt use by teens killed in traffic crashes
 - Monitoring the number of occupant protection citations and warnings.

FY 2016

- Implement the multi-year Occupant Protection Strategic Plan
 - The Highway Safety Office Occupant Protection Coordinator in cooperation with the Occupant Protection Subcommittee will monitor the status of the implementation plan.
 - The OP Subcommittee and Coordinator will continue to educate the MCRS Executive Committee and the 7 MCRS Regional Coalitions about the elements of the plan. In addition, they will continue to seek the Regional Coalitions support to assist in implementing the Plan.
- Continue to encourage the seven Regional Coalitions for Roadway Safety to expand the integration of occupant protection programs into their overall safety programs. They should implement both enforcement and educational Occupant Protection programs.
- Evaluate the effectiveness of the occupant protection program by
 - Conducting a Statewide Seat Belt Observational Survey, a Teen Safety Belt Observational Survey
 - Monitoring the percent of safety belt use by occupants killed in traffic crashes
 - Monitoring the percent of safety belt use by teens killed in traffic crashes
 - Monitoring the number of occupant protection citations and warnings.

II. Legislation, Regulation, and Policy

Efforts continue to enact new laws and strengthen existing occupant protection laws, regulations and policies to increase the use of age appropriate restraints and safety belts. The Highway Safety Office will:

FY 2014

- Support efforts to alter legislation that would increase age appropriate restraint use/ safety belt use, i.e. primary enforcement, increase the fine for not wearing a safety belt and local primary safety belt ordinances
- Continue to include in our grant application a question regarding the status of the agency's internal safety belt policy for all personnel
- Support and increase awareness about Missouri Department of Transportation's Guide for Drivers on MoDOT Business official policy that "seat belt use is mandatory for the driver and all passengers"
- Monitor the number of primary safety belt local ordinances. As of June, 2014, there are 40 local primary safety belt ordinances.

FY 2015

- Support efforts to alter legislation that would increase age appropriate restraint use/ safety belt use, i.e. primary enforcement, increase the fine for not wearing a safety belt and local primary safety belt ordinances
- Continue to include in our grant application a question regarding the status of the agency's internal safety belt policy for all personnel
- Support and increase awareness about Missouri Department of Transportation's Guide for Drivers on MoDOT Business official policy that "seat belt use is mandatory for the driver and all passengers"
- If a primary safety belt law has not passed, monitor the number of primary safety belt local ordinances.

FY 2016

- Support efforts to alter legislation that would increase age appropriate restraint use/ safety belt use, i.e. primary enforcement, increase the fine for not wearing a safety belt and local primary safety belt ordinances
- Continue to include in our grant application a question regarding the status of the agency's internal safety belt policy for all personnel

- Support and increase awareness about Missouri Department of Transportation's Guide for Drivers on MoDOT Business official policy that "seat belt use is mandatory for the driver and all passengers"
- If a primary safety belt law has not passed, monitor the number of primary safety belt local ordinances.

III. Enforcement Program

A core element of our occupant protection program is strong, sustained enforcement of existing laws coupled with public education. To advance these elements, the Highway Safety Office will:

FY 2014

- Support vigorous enforcement of occupant protection laws through special OP funding and incentive programs
 - Click It or Ticket Mobilization
 - 4 Quarterly Occupant Protection Enforcement initiatives established by Missouri's Law Enforcement Traffic Safety Advisory Council
 - National Child Passenger Safety Week
- Offering specialized training for law enforcement officers on the technical aspects of child safety seats and corresponding laws, and officer safety and safety belt use
- Increase law enforcement officers' awareness of the occupant protection components of the Graduated Driver License Law and encourage strong enforcement of these laws.
- Monitor the number of LE agencies participating in the mobilizations and the number of overtime hours.
- Monitor the number of occupant protection citations and warnings.

FY 2015

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- Increase law enforcement officers' awareness of the occupant protection components of the Graduated Driver License Law and encourage strong enforcement of these laws.
- Monitor the number of LE agencies participating in the mobilizations and the number of overtime hours.
- Monitor the number of occupant protection citations and warnings.

IV. Public Information and Education Program

To enhance public awareness and knowledge about the value of using safety belts and age-appropriate restraints, the state's media efforts have been and will continue to be strongly focused towards this effort. The Highway Safety Office will enlist the support of media to implement a well-planned public information program as well as:

FY 2014

- Support each OP law enforcement initiative with a corresponding public information campaign designed to increase the public's awareness of aggressive enforcement during specified periods
- Continue to develop specialized messages and educational programs that target low-use populations like teens, pick-up drivers, African American drivers/vehicle occupants and rural populations
- Continue to use NHTSA and other State developed OP public information materials to their fullest extent
- Publicize results of OP surveys and relevant data through press releases and events
- Continue to encourage news media to report belt use and non-use in motor vehicle crashes
- Encourage MCRS Regional Coalitions to host media events for Click It or Ticket and National Child Passenger Safety Week
- Include Occupant Protection questions on our annual Highway Safety Drivers Survey

FY 2015

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FY 2016

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- Continue to encourage news media to report belt use and non-use in motor vehicle crashes
- Encourage MCRS Regional Coalitions to host media events for Click It or Ticket and National Child Passenger Safety Week
- Include Occupant Protection questions on our annual Highway Safety Drivers Survey

V. Health/Medical Program

Failing to wear a safety belt or use age-appropriate restraints is a major public health issue. Efforts will be made to integrate occupant protection elements into health programs. The Highway Safety Office will:

FY 2014

- Continue to utilize health care professionals as speakers at press events, conferences and summits
- Continue to support and encourage hospital-based policies on transport of new babies/children in age appropriate restraint systems when leaving the hospital
- Continue to support health department's educational programs to encourage use of age appropriate restraints
- Continue to encourage physicians to educate patients, parents, and other care-givers about the need to use age appropriate restraints
- Continue to utilize medical expense data to support the positive results of using age appropriate child restraints and safety belts

FY 2015

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- Continue to support and encourage hospital-based policies on transport of new babies/children in age appropriate restraint systems when leaving the hospital
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FY 2016

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- Continue to support and encourage hospital-based policies on transport of new babies/children in age appropriate restraint systems when leaving the hospital
- Continue to support health department's educational programs to encourage use of age appropriate restraints
- Continue to encourage physicians to educate patients, parents, and other care-givers about the need to use age appropriate restraints
- Continue to utilize medical expense data to support the positive results of using age appropriate child restraints and safety belts

VI. Child Passenger Safety Program

Promotion of proper use of age-appropriate child restraints is a key component of the occupant protection program. To help achieve that objective the Highway Safety Office will:

FY 2014

- Maintain the state Child Passenger Safety Advisory Committee
- Host a Child Passenger Safety Advisory Committee annual meeting to strengthen communication and discuss program direction and recommendations

- Increase the number of Child Passenger Safety Technicians and Instructors
- Conduct and support child safety seat educational programs and displays (e.g. checkup events, community fairs, presentation for community groups, etc.)
- Garner support for National CPS week in September from Regional Coalitions, Safety partners, CPS Advisory Committee, media and other advocates

FY 2015

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- Conduct and support child safety seat educational programs and displays (e.g. checkup events, community fairs, presentation for community groups, etc.)
- Garner support for National CPS week in September from Regional Coalitions, Safety partners, CPS Advisory Committee, media and other advocates
- Support the Buckle Up Missouri CPS Conference in Springfield, Missouri – May of 2015

FY 2016

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- Host a Child Passenger Safety Advisory Committee annual meeting to strengthen communication and discuss program direction and recommendations
- Increase the number of Child Passenger Safety Technicians and Instructors
- Conduct and support child safety seat educational programs and displays (e.g. checkup events, community fairs, presentation for community groups, etc.)
- Garner support for National CPS week in September from Regional Coalitions, Safety partners, CPS Advisory Committee, media and other advocates

VII. School-Based Program

Efforts will be made to incorporate occupant protection principles into school-based curricula and programs. To help accomplish this goal, the Highway Safety Office will:

FY 2014

- Continue to encourage the Highway Safety Office and the MCRS Regional Coalitions to support OP school-based programs (e.g. Battle of the Belt, Tween Programs, Buckle Buddy the Buckle Up Dragon)
- Continue to support OP programs through the Highway Safety Office and the MCRS Regional Coalitions at school-based health fairs, extra-curricular activities, state championship events, etc.
- Continue to support OP activities of the Partners in Prevention. Partners in Prevention are a conglomerate of Universities implementing various prevention programs.
- Continue to support the Highway Safety Office high school-based Team Spirit and Team Spirit Reunion programs. These programs develop school-based highway safety action plans which include an occupant protection component.

FY 2015

- Continue to encourage the Highway Safety Office and the MCRS Regional Coalitions to support OP school-based programs (e.g. Battle of the Belt, Tween Programs, Buckle Buddy the Buckle Up Dragon)
- Continue to support OP programs through the Highway Safety Office and the MCRS Regional Coalitions at school-based health fairs, extra-curricular activities, state championship events, etc.
- Continue to support OP activities of the Partners in Prevention. Partners in Prevention are a conglomerate of Universities implementing various prevention programs.
- Continue to support the Highway Safety Office high school-based Team Spirit and Team Spirit Reunion programs. These programs develop school-based highway safety action plans which include an occupant protection component.

FY 2016

- Continue to encourage the Highway Safety Office and the MCRS Regional Coalitions to support OP school-based programs (e.g. Battle of the Belt, Tween Programs, Buckle Buddy the Buckle Up Dragon)

- Continue to support OP programs through the Highway Safety Office and the MCRS Regional Coalitions at school-based health fairs, extra-curricular activities, state championship events, etc.
- Continue to support OP activities of the Partners in Prevention. Partners in Prevention are a conglomerate of Universities implementing various prevention programs.
- Continue to support the Highway Safety Office high school-based Team Spirit and Team Spirit Reunion programs. These programs develop school-based highway safety action plans which include an occupant protection component.

VIII. Worksite Program

Employers should develop strong workplace occupant protection use policies and enforcement strategies. These programs should stress the importance of safety belt use both on and off the job. To advance this program, the Highway Safety Office will:

FY 2014

- Partner with the Missouri based Safety Councils to host employer OP educational programs. Topics will include the development of OP policies, enforcement strategies, health care costs, and potential legal ramifications.
- Participate as requested in worksite based health fairs and events
- Provide OP speakers for worksite based educational programs

FY 2015

- Partner with the Missouri based Safety Councils to host employer OP educational programs. Topics will include the development of OP policies, enforcement strategies, health care costs, and potential legal ramifications.
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FY 2016

- Partner with the Missouri based Safety Councils to host employer OP educational programs. Topics will include the development of OP policies, enforcement strategies, health care costs, and potential legal ramifications.
- Participate as requested in worksite based health fairs and events
- Provide OP speakers for worksite based educational programs

IX. Outreach Program

Engaging individuals and organizations outside the traditional highway safety community in occupant protection education is key to advancing the use of safety belts and age-appropriate restraints. These programs not only increase knowledge about occupant protection but stimulate community support. To expand community involvement, the Highway Safety Office will:

FY 2014

- Continue to support the seven MCRS Regional Coalitions and their occupant protection initiatives
- Utilize the State MCRS Public Information Subcommittee to develop Occupant protection outreach and public information materials for use by the MCRS Regional Coalitions
- Develop occupant protection displays for use at the Missouri State Fair and other major community events
- Continue to support the use of the nine seat belt convincers at public events throughout the State
- Continue to support the use of crashed car/truck displays at public events and parades
- Continue to promote the *Saved by the Belt* survivor program

FY 2015

- Continue to support the seven MCRS Regional Coalitions and their occupant protection initiatives
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FY 2016

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- Utilize the State MCRS Public Information Subcommittee to develop Occupant protection outreach and public information materials for use by the MCRS Regional Coalitions
- Develop occupant protection displays for use at the Missouri State Fair and other major community events
- Continue to support the use of the nine seat belt convickers at public events throughout the State
- Continue to support the use of crashed car/truck displays at public events and parades
- Continue to promote the *Saved by the Belt* survivor program

X. Evaluation Program

Several types of evaluations will be used to measure the progress of the occupant protection program strategies. To monitor the progress, the Highway Safety Office will:

FY 2014

- Conduct a statewide safety belt observational survey using the new NHTSA approved methodology. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- Conduct a teen safety belt observational survey at 150 high schools throughout MO. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- Conduct a child restraint observational survey at 21 locations in 18 counties at local retail stores
- Conduct a Commercial Motor Vehicle Safety Belt Driver Survey at 250 locations in 76 Missouri counties.
- The following performance measures will be monitored
 - Number of unrestrained vehicle occupant fatalities and serious injuries
 - Number of unrestrained vehicle occupant fatal and serious injury crashes
 - Percent of unbelted drivers killed in crashes
 - Percent of unbelted teen driver (15-19) killed in crashes
 - Number of local primary safety belt
 - Number of occupant protection citations and warnings
 - Number of LE agencies participating in OP mobilizations
 - Number of overtime hours spent on OP enforcement

FY 2015

- Conduct a statewide safety belt observational survey using the new NHTSA approved methodology. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- Conduct a teen safety belt observational survey at 150 high schools throughout MO. This survey will result in safety belt use rates not only for the state but also for the 7 MCRS Regional Coalitions
- Conduct a study to evaluate the effectiveness of local primary safety belt ordinances
- The following performance measures will be monitored
 - Number of unrestrained vehicle occupant fatalities and serious injuries
 - Number of unrestrained vehicle occupant fatal and serious injury crashes
 - Percent of unbelted drivers killed in crashes
 - Percent of unbelted teen driver (15-19) killed in crashes
 - Number of local primary safety belt
 - Number of occupant protection citations and warnings
 - Number of LE agencies participating in OP mobilizations
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 - Percent of unbelted teen driver (15-19) killed in crashes
 - Number of local primary safety belt
 - Number of occupant protection citations and warnings

- Number of LE agencies participating in OP mobilizations
- Number of overtime hours spent on OP enforcement

Appendix A

Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
Adair County Ambulance	Probst	Kat	606 W Potter	Kirksville	Adair	MO	63501	660-665-0000
Kirksville Fire Department	Schilling	Joe	401 N. Franklin Street	Kirksville	Adair	MO	63501	660-627-5513
Andrew County Sheriff's Office	Stoner	Amy	400 E. Main	Savannah	Andrew	MO	64485	816-324-4114
Mexico Public Safety Department	Smith	Penny	300 N. Coal - City Hall	Mexico	Audrain	MO	65265	573-581-2100
Bates County Health Center	Callahan	Sandra	501 N. Orange	Bulter	Bates	MO	64730	660-679-6108
Columbia Fire Department	Atkins	Darla	201 Orr St	Columbia	Boone	MO	65201	573-874-7556
Missouri Department of Transportation	Allen	Lana	3602 N Belt Hwy	St. Joseph	Buchanan	MO	64506	816-387-2437
Missouri State Highway Patrol	Lyon	Sheldon	3525 N. Belt Highway	St. Joseph	Buchanan	MO	64508	816-387-2345
St. Joseph Safety and Health Council	Carter	Janice	118 S. 5th Street	St. Joseph	Buchanan	MO	64501	816-233-3330
YWCA	McChristy	Traci	304 N. 8th St.	St. Joseph	Buchanan	MO	64501	816-232-4481
Butler County Community Resource Council	Chilton	Dalene	644 Charles St.	Popular Bluff	Butler	MO	63901	573-766-6130
Callaway County Ambulance District	Ellis	Chuck	311 Hickman Ave	Fulton	Callaway	MO	65251	573-642-7260 x 17
City of Fulton Fire Department	Maxwell	Bob	1201 Westminster	Fulton	Callaway	MO	65251	573-592-3150
Camdenton Police Department	Stradt	Melissa	437 West US Highway 54	Camdenton	Camden	MO	65020	573-346-3604
Lake Ozark Fire Protection District	Roden	Shane	1767 Bagnell Dam Blvd	Lake Ozark	Camden	MO	65049	636-795-2715
Osage Beach Police Department	Friend	Kevin	1000 City Parkway	Osage Beach	Camden	MO	65065	573-302-2010
Parents as Teachers	Austin	Stacey	119 Service Rd.	Camdenton	Camden	MO	65020	573-346-9268
Cape Girardeau Safe Communities Program	Ware	Lynn	40 S. Sprigg Street	Cape Girardeau	Cape	MO	63703	573-335-7908
Jackson Fire and Rescue	Baugh	Stephen	503 S. Hope St.	Jackson	Cape	MO	63755	573-243-1010
SAFE KIDS Cape Girardeau	Kirby	Brooke	3049 William St.	Cape Girardeau	Cape	MO	63703	573-332-1587
Carroll County Health Department	Brock	Judy	5 North Ely	Carrollton	Carroll	MO	64633	660-542-3247
Carter County Sheriffs Office	Jensen	Carla	15 Sycamore Street, P.O. Box 817	Van Buren	Carter	MO	63965	573-323-4510
Cass County Sheriffs Office	Tieman	Kevin	2501 W. Wall, Suite 100	Harrisonville	Cass	MO	64701	816-380-8320
Harrisonville Emergency Services	Cherri	Shawn	903 S. Commercial St.	Harrisonville	Cass	MO	64701	816-380-8952
Peculiar Police Department	McCavahlin	Michael	224 N. Main	Peculiar	Cass	MO	64078	816-779-5102
South Metro Fire District	Tindall	Chris	611 W. Foxwood Drive	Raymore	Cass	MO	64083	816-331-3008
Barceda Families	Mann	Holly	P.O. Box 790, 1202 S Ward, Suite A	Stockton	Cedar	MO	65785	417-276-4591
Cedar County Health Department	Ehlers	Jenean	1317 S. Highway 32	ElDorado Springs	Cedar	MO	64744	471-876-5477
Cedar County Health Department	Hillsman	Debbie	867 Owen Mill Rd	Stockton	Cedar	MO	65785	471-276-6416
Chariton County Health Center	Naylor	Kathy	206 State St.P.O. Box 214	Keyteville	Chariton	MO	65261	660-288-3675
Gladstone Public Safety FIRE/EMS	Duddy	Charles	6569 N. Prospect Avenue	Gladstone	Clay	MO	64119	816-454-4829
Kearney Fire and Rescue Protection District	Looper	Robert	201 E. 6th St.	Kearney	Clay	MO	64060	816-628-4122
Kearney Parents as Teachers	Crawford	Connie	2215 S. Campus Drive	Kearney	Clay	MO	64060	816-419-2214
Liberty Fire Department	Radley	Larry	200 W. Mississippi	Liberty	Clay	MO	64068	816-439-4310
Liberty Public School	Brizendine	Tammy	9600 NE 79th	Kansas City	Clay	MO	64158	816-367-7026
North Kansas City Fire Department	Leeper	Dennis	1815 Howell St	North Kansas City	Clay	MO	64116	816-274-6025
Holt Community Fire Protection District	Looper	Robert	260 N. 33 Highway	Holt	Clinton	MO	64048	816-320-3612
Jefferson City Fire Department	Trapani	Anthony	305 E. Miller St.	Jefferson City	Cole	MO	65101	573-634-6401
Missouri Highway Safety Division - MoDOT	Hoelscher	Pam	1320 Creek Trail Dr.	Jefferson City	Cole	MO	65109	800-800-2358
Missouri State Highway Patrol - GHQ	Hotz	John	1510 E. Elm	Jefferson City	Cole	MO	65101	573-526-6267
Missouri State Highway Patrol - Troop F	Reinsch	Paul	2920 N. Shamrock Rd, Box 568	Jefferson City	Cole	MO	65102	573-751-1000
Boonville Police Department	Roberts	Larry	401 E. Morgan St.	Boonville	Coopoe	MO	65233	660-882-2727
Crawford County Health Department	Sikes	Karen	220 W. Main, P.O. Box 367	Steelville	Crawford	MO	65565	573-775-2555
Steelville Ambulance District	Parrett	Jennifer	#1 EMS Lane	Steelville	Crawford	MO	65565	573-775-2211
Daviess County Health Department	Nicholas	Jackie	609 A. South Main	Gallatin	Daviess	MO	64640	660-663-2414
Dunklin County Health Department	Waggoner	Carol	410 Teaco Road	Kennett	Dunklin	MO	63857	573-888-9008
Mercy Hospital Washington	Harriman	Nikki	901 E. 5th	Washington	Franklin	MO	63090	636-239-8645
Pacific Fire Protection District	Bruns	Jonathan	910 West Osage	Pacific	Franklin	MO	63069	636-257-3633
Pregnancy Assistance Ctr	Rembusch	Jane	310 International Ave	Washington	Franklin	MO	63090	636-239-1840
Tri County Health Dept	Parsons	Lilli	302 N Park	Stanberry	Gentry	MO	64489	660-783-2707

Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
Battlefield Fire Protection District	Dickey	Tom	4117 W. 2nd	Battlefield	Greene	MO	65619	417-881-9018
Cox Health Medical Center South	Post	Rana	3801 S. National Avenue	Springfield	Greene	MO	65807	417-269-6784
Logan-Rogersville Fire Protection District	Talburt	Robert	3427 S. State Highway 125	Rogersville	Greene	MO	65742	417-753-4265
Mercy Springfield/Safe Kids Springfield	Greenlee	Daphne	1570 W. Battlefield	Springfield	Greene	MO	65807	417-820-6671
Missouri State Highway Patrol	Pace	Jason	3131 E. Kearney	Springfield	Greene	MO	65714	417-895-6868
Ozark Technical Community College	Minor	Lori	10001 E. Chestnut Expwy	Springfield	Greene	MO	65802	417-447-8888
Safety Council of the Ozarks	Lee	Barbie	1111 S. Glenstone	Springfield	Greene	MO	65804	417-869-2121
Grundy County Health Department	Westcott	Jennifer	1716 Lincoln	Trenton	Grundy	MO	64683	660-359-4196
Harrison County Health Department	Rucker	Christine	1700 Bethany Ave, Box 425	Bethany	Harrison	MO	64424	660-425-6324
Calhoun Early Childhood Center	Fusaro	Paula	409 S. College	Calhoun	Henry	MO	65323	660-694-0195
Henry County Health Center	French	Gary	306 S. Second St.	Clinton	Henry	MO	64735	660-885-8193
West Community Action Agency Head Start	Greenwell	Jennifer	1003 E. Clark	Clinton	Henry	MO	64735	660-885-3764
Windsor CPS Tech	Eason	Lisa	421 Olive St.	Windsor	Henry	MO	65360	660-647-3634
Hickory County Health Department	Barger	Susan	201 Cedar	Hermitage	Hickory	MO	65668	417-745-2138
Holt County Health Department	Ohlensehlen	Debbie	108 S. Main	Oregon	Holt	MO	64473	660-446-2909
Fayette Schools-Parents as Teachers Program	Holtwick	Nancy	702 Lucky St	Fayette	Howard	MO	65248	660-248-3686
Howell County Health Department	Hicks	Dawn	180 S. Kentucky St	West Plains	Howell	MO	65775	417-256-7078
Missouri State Highway Patrol	Elmone	Marty	Business US 60-63 North	Willow Springs	Howell	MO	65775	447-469-3121
Mountain View-Birch Tree R-III School District	Frazier	Susan	314 N. Elm	Mountain View	Howell	MO	65548	417-934-2550
Ozarks Medical Center	Patillo	Joanne	#9 Parkway Shopping Center	West Plains	Howell	MO	65775	417-257-5984
Iron County Childrens Division	McClanahan	Ashley	2202 Park Drive, P.O. Box 27	Ironton	Iron County	MO	63650	573-546-7463
Children's Mercy Hospitals & Clinics	Larimore	Phyllis	2401 Gillham Road	Kansas City	Jackson	MO	64108	816-234-3700
Grain Valley Police Department VIPS	Berend	Lynne	711 Main	Grain Valley	Jackson	MO	64029	816-847-6250
I-70 Auto Service	Sevart	Joe	3111 Stadium Dr	Kansas City	Jackson	MO	64128	816-921-0505
Independence Police Department	Edwards	Jim	223 N. Memorial Dr.	Independence	Jackson	MO	64050	816-325-7643
Lee's Summit Police Department	Cooper	Kendra	10 NE Tudor Rd	Lee's Summit	Jackson	MO	64086	816-969-1705
MAST Foundation of Health and Safety	Hulett	Peggy	6750 Eastwood Trafficway	Kansas City	Jackson	MO	64129	816-300-2409
Missouri State Highway Patrol	Stosberg	Collin	504 SE Blue Parkway	Lee's Summit	Jackson	MO	64063	816-622-0800x254
Raytown EMS	LeSage	Kim	10020 E. 66th Terr.	Raytown	Jackson	MO	64133	816-737-6030
Richard C. Green YMCA Head Start	Howard	Dawnetta	10301 E. 350 Highway	Raytown	Jackson	MO	64138	816-659-8180
Safety and Health Council of Western Missouri and Kansas	Smith	Beverly	5829 Troost Avenue	Kansas City	Jackson	MO	64110	816-842-5223 x 233
Saint Lukes Hospital	Girten	Susie	4401 Wornall Road	Kansas City	Jackson	MO	64111	816-932-6220
St. Luke's East, Lee's Summit	Cardos-Attebury	Sara	100 N.E. St. Luke's Blvd	Lee's Summit	Jackson	MO	64086	816-347-4678
YMCA Metro Head Start	Cozart-Dean	Mona	3827 Troost	Kansas City	Jackson	MO	64101	816-561-8448
Joplin Health Department	Clark	Jan	321 E. 4th	Joplin	Jasper	MO	64801	417-623-6122
Safe Kids (Jasper and Newton County)	Sitton	Jo	2914 E. 32, Suite 102	Joplin	Jasper	MO	64804	417-782-9899
Cedar Hill Fire Protection District	Shuster	Greg	6766 Cedar Hill Rd	Cedar Hill	Jefferson	MO	63016	636-285-3345
Herculaneum Police Department	Iberg	Michael	#1 Parkwood Ct	Herculaneum	Jefferson	MO	63048	636-479-4791
High Ridge Fire Protection District	Coleman	Roger	2842 High Ridge	High Ridge	Jefferson	MO	63049	586-2722
Jefferson County Health Department	Cummings	Donna	405 Main Street	Hillsboro	Jefferson	MO	63052	636-789-3372 x 127
Joachim Plattin Emergency Medical Services	Neff	John	619 Collins Dr.	Festus	Jefferson	MO	63028	636-937-2224
Valle Ambulance District	Renfro	Lena	12363 State Route 21	DeSoto	Jefferson	MO	63020	636-586-2131
509 Security Forces	Reed	Ronal	1031 Vanderberg Ave, Ste 502B	Whiteman AFB	Johnson	MO	65305	660-687-1459
Johnson County Community Health Services	Davis	Rhonda	429 Burkarth Rd.	Warrensburg	Johnson	MO	64093	660-747-6121
Laclede County Health Department	Smith	Cathy	405 Harwood Ave.	Lebanon	Laclede	MO	65536	417-532-2134
Lebanon Fire Department	Jordan	Andy	405 N. Adams	Lebanon	Laclede	MO	65536	417-532-2104
Lafayette County Health Department	Oetting	Donna	547 South 13 Highway	Lexington	Lafayette	MO	64067	660-259-4371

Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
Lawrence County Health Department	Bradshaw	Tana	105 W. North Street	Mt. Vernon	Lawrence	MO	65712	417-466-2201
Lincoln County Ambulance District	Danback	Michelle	1392 S. 3rd Street	Troy	Lincoln	MO	63379	6369-528-8488
Lincoln County Health Department	Sitler	Lisa	#5 Health Department Drive	Lincoln	Lincoln	MO	63379	636-528-6117 x 405
Lincoln County Health Department	Sitler	Lisa	5 Health Department Drive	Troy	Lincoln	MO	63379	636-528-6117
MoDOT District Three	Foppe	Michael	121 Francis	Troy	Lincoln	MO	63379	636-528-3181
Linn County Health Department	Dowell	Sharon	635 S. Main	Brookfield	Linn	MO	64628	660-258-7251
Livingston County Health Center	Taylor	Mary	800 Adam Drive	Chillicothe	Livingston	MO	64601	660-646-5506
Macon County Health Department	Corbin	Stacy	503 North Missouri Street	Macon	Macon	MO	63552	660-385-4711
Missouri State Highway Patrol - Troop B	Bernhardt	Brent	308 Pine Crest Dr.	Macon	Macon	MO	63552	660-385-2132
Economic Security Corp/Noel EHS	Brown	Gail	712 S. Highway 59	Anderson	McDonald	MO	64831	417-475-7373
McDonald County Health Department	Clarkson	Jennifer	500 Olin Street	Pineville	McDonald	MO	64856	417-223-4351
Mercer County Health Department	Williams	Joni	305 W. Main St.	Princeton	Mercer	MO	64673	660-748-3630
Miller County Ambulance District	Maeder	Mark	1304 S. Aurora St.	Eldon	Miller	MO	65026	573-392-7303
Miller County Health Center	Huff	Lucretia	2125 Highway 25	Tuscumbia	Miller	MO	65082	573-369-2359
School of the Osage Parents as Teachers	Willoughby	Trena	1501 School Road	Lake Ozark	Miller	MO	65049	573-365-2304
Charleston Parents As Teachers	Story	Andrea	604 S. Thorn St.	Charleston	Mississippi	MO	63834	573-233-6062
Mississippi County Caring Community	Atkins	Katrina	603 Garfield	East Prairie	Mississippi	MO	63845	573-683-7551
Monroe County Health Department	Rebecca	Dowell	310 N. Market St	Paris	Monroe	MO	65275	660-327-4259 x 119
Montgomery County Health Department	Hoette	Kathie	400 N. Salisbury Street	Montgomery City	Montgomery	MO	63301	573-564-2495
Morgan County Health Department	Vaughn	Ashleigh	104 W. Lafayette	Versailles	Morgan	MO	65084	573-378-5438
New Madrid County Family Resource Center	Kirby	Revonda	420 Virginia Ave.	New Madrid	New Madrid	MO	63869	573-478-2778
Newton County Health Department	Garcia	Manny	812 W. Harmony	Neosho	Newton	MO	64850	417-451-3743
Maryville Department of Public Safety	Wilson	Jessica	222 E. 3rd. St	Maryville	Nodaway	MO	64468	660-562-3209
Ozark County Health Department	Garrison	Jenni	370 3rd St.	Gainesville	Ozark	MO	65655	417-679-3334
Pemiscot County Initiative Network	Pyette	Vicki	711 West 3rd Street	Caruthersville	Pemiscot	MO	63830	573-333-5301x226
Perry County Ambulance Service	Chappius	Mary	434 N. West St.	Perryville	Perry	MO	63775	573-768-3211
Perry County Health Department	Grass	Kimberly	406 N. Spring St., Suite 1	Perryville	Perry	MO	63775	573-547-6564
Sedalia Fire Department	Tweeter	Bill	600 S. Hancock	Sedalia	Pettis	MO	65301	660-826-8044
Sedalia Police Department	Collins	Rodney	201 West 2nd	Sedalia	Pettis	MO	65301	660-827-7823 x126
City of Rolla Fire and Rescue	Goebel	Jason	1490 E. 10th St.	Rolla	Phelps	MO	65401	573-364-3989
City of Rolla Fire and Rescue Station 2	Manley	Lynette	400 W. 4th St.	Rolla	Phelps	MO	65401	573-365-3989
Connect the Tots Childcare	Neulinger	Donna	515 Keeton Rd	Rolla	Phelps	MO	65401	573-368-2912
Phelps County Regional Medical Center	Reynolds	Starlyn	1000 W. 10th Street	Rolla	Phelps	MO	65401	573-458-7690
St. James Ambulance District	Parrett	Jennifer	201 N. Louise	St. James	Phelps	MO	65559	573-265-6565
Pike County Health Department	Gamm	Kim	5 East Church St	Bowling Green	Pike	MO	63334	573-324-6373
Platte County Health Department	Rothweiler	Tricia	1201 East St.	Parkville	Platte	MO	64152	816-587-5998
Citizens Memorial Hospital District	Albright	Joannah	1500 N. Oakland	Bolivar	Polk	MO	65613	417-328-6302
Polk County Health Department	Zanaboni	Sandra	1317 W. Broadway	Bolivar	Polk	MO	65613	417-326-7250
Pulaski County Health Department	McClendon	Patty	101 12th Street	Crocker	Pulaski	MO	65452	573-736-2217
Putnam County Health Department	Johnson	Jeanie	103 N. 18th Street, PO 354	Unionville	Putnam	MO	63565	660-947-2429
Ralls County Health Department	Reed	Tina	405 W. 1st Street	New London	Ralls	MO	63459	573-985-7121
Randolph County Health Department	Crowley	Deanna	423 E Logan	Moberly	Randolph	MO	65270	660-263-6643
Ray County Ambulance District	Essig	Jessica	10625 Lee Holt Rd	Richmond	Ray	MO	64085	816-470-3030
Whole Kids Outreach	Pendley	Connie	62143 Hwy 21	Ellington	Reynolds County	MO	63638	573-663-3257
Missouri Bootheel Regional Consortium, Inc	Wood	Katrina	903 S. Kingshighway	Sikeston	Scott	MO	63801	573-471-9400
Scott County Ambulance District	Scudder	Amber	202 Lillian Dr.	Sikeston	Scott	MO	63801	573-472-4161
Scott County Health Department	Dame	Stacey	102 Grove Estates Ct.	Sikeston	Scott	MO	63801	573-471-4044

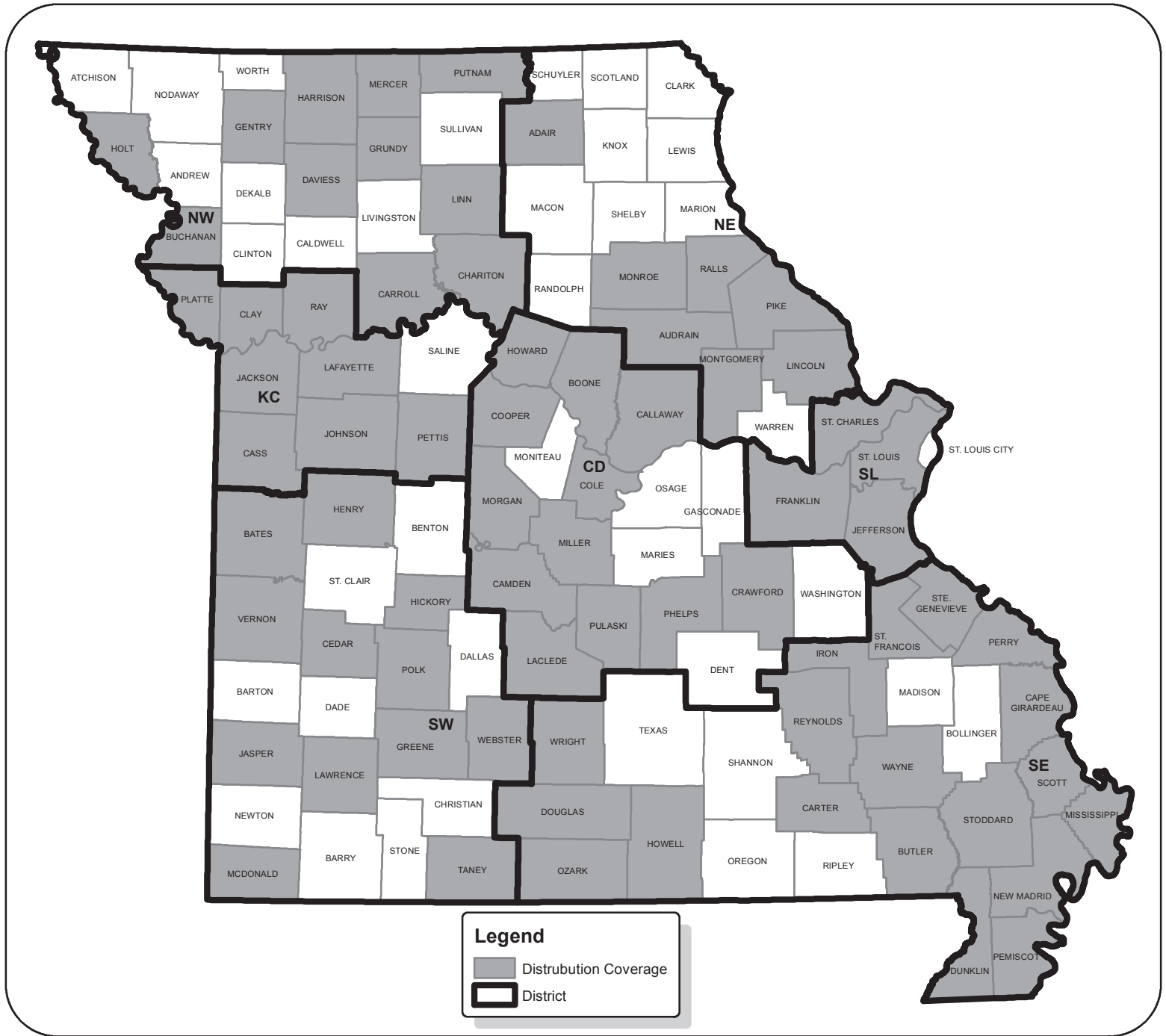
Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
Sikeston Bullpup Safety Checkpoint c/o Sikeston Kindergarent Center	Schlosser	Maryiln	1310 E. Salcedo Rd.	Sikeston	Scott	MO	63801	573-471-0653
Eureka Police Department	Werges	Jennifer	120 City Hall Drive	Eureka	St Louis	MO	63025	636-938-6601
Missouri State Highway Patrol - Troop C	Nothum	Al	891 Technology	Weldon Springs	St. Charles	MO	63304	636-300-2800
Progress West HealthCare Center	Klasek	Kelly	2 Progress Point Parkway	O'Fallon	St. Charles	MO	63368	800-678-5437
St. Charles County Ambulance District	Limpert	Martin	4169 Old Mill Parkway	St. Peters	St. Charles	MO	63376	636-441-1354
Wentzville Fire Protection District	Urban	Tim	209 W. Pearce Blvd	Wentzville	St. Charles	MO	63385	636-332-9869
St. Clair County Health Center	Cone	Melissa	530 Arduser Dr	Osceola	St. Clair	MO	64776	417-646-8157
Bonne Terre Fire Department	Watson	Brian	520 N. Division St.	Bonne Terre	St. Francois	MO	63628	573-358-2200
St. Genevieve County Ambulance Service	Shrum	Kendall	3 Basler Dr.	St. Genevieve	St. Genevieve	MO	63670	573-883-7000
St. Genevieve County Memorial Hospital	Flieg	Julie	Hwy. 61 & 32	St. Genevieve	St. Genevieve	MO	63670	573-883-7706
Ste. Genevieve County Health Department	Grass	Paula	115 Basler Dr.	St. Genevieve	St. Genevieve	MO		573-883-7411
Aftton Fire Protection District	Bryant	Mark	9282 Gravois Road	Aftton	St. Louis	MO	63123	314-631-1803 x 3
Cardinal Glennon Children's Medical Center, St. Louis County Department of Health	Hogan	Cathy	4000 Jennings Station Rd.	St. Louis	St. Louis	MO	63121	314-612-5770
Cardinal Glennon Children's Medical Center	Hogan	Cathy	1465 S. Grand	St. Louis	St. Louis	MO	63104	314-612-5770
Cardinal Glennon Children's Medical Center, United Service			4140 Old Mill Parkway	St. Peters	St. Louis	MO	63376	636-926-2700 x 711
Cardinal Glennon Children's Medical Center, United Service	Hogan	Cathy	2025 Hanley Road	O'Fallon	St. Louis	MO	63368	314-612-5770
Catholic Charities Community Services - St. Jane Center	Saunders	Jamie	8454 Glen Echo Dr	St. Louis	St. Louis	MO	63121	314-383-6539x104
Chesterfield Police Department	Powers	Paul	690 Chesterfield Parkway West	Chesterfield	St. Louis	MO	63017	636-537-3000
City of Clayton Fire Department	Brooks-Maness	Kathy	10 N. Bemiston	Clayton	St. Louis	MO	63105	314-290-8485
Fenton Fire District	Cooper	Joel	845 Gregory Lane	Fenton	St. Louis	MO	63026	636-343-4188
Ferguson Fire Department	Artz	Ericka	106 Church	Ferguson	St. Louis	MO	63136	314-521-1117
Florissant Valley Fire Protection District	Tuley	Stephen	661 St. Ferdinand	Florissant	St. Louis	MO	63031	314-837-4894
Gapsch CARSTAR Collision Center	Bruce	Dawn	4709 Green Park Dr.	St.Louis	St. Louis	MO	63123	314-894-2322
Hazelwood Fire Department	Getz	Randy	6800 Howdershell Rd	Hazelwood	St. Louis	MO	63042	314-731-3424
Kirkwood Fire Department	Stratman	Dee	11804 Big Bend	Kirkwood	St. Louis	MO	63122	314-822-5844
Ladue Police Department	Hahs	Ray	9345 Clayton	St. Louis	St. Louis	MO	63124	314-993-1214
Magic House, St. Louis Children's Hopsital	Klasek	Kelly	516 S. Kirkwood	St. Louis	St. Louis	MO	63122	800-678-5437
Maryland Heights Fire District	Schmiderer	David	2600 Schuetz Road	Maryland Heights	St. Louis	MO	63043	314-298-4400
Mehville Fire Protection District	Marcee	Scott	11020 Mueller Rd.	St. Louis	St. Louis	MO	63123	314-894-0420 x 1702
Missouri Department of Transportation	Ruffus	Phil	1590 Woodlake Dr.	Chesterfield	St. Louis	MO	63017	314-340-4261
Ranken Jordan- A Pediatric Specialty Hospital	Kohler	Tammy	11365 Dorsett Road	Maryland Heights	St. Louis	MO	63043	314-872-6400
Safety Basics LLC Mobile Fitting Station	McCabe	Debbie	548 Hartmann Ct	St. Louis	St. Louis	MO	63122	314-504-7926
St. Louis Children's Hospital	Klasek	Kelly	One Children's Place	St. Louis	St. Louis	MO	63110	800-678-5437
Valley Park Fire District	Quick	Scott	55 Cresent Ave	Valley Park	St. Louis	MO	63088	636-225-4260
Cardinal Glennon Children's Foundation, Safe Kids St. Louis	Hogan	Cathy	3800 Park Avenue	St. Louis	St. Louis City, St Louis County, Jefferson County, Franklin County, Washington County, and Eastern St. Charles County	MO	63110	314-612-5770
St. Francois County Ambulance District	Isgrig	TJ	820 Electric Street	Farmington	St.Francois	MO	63640	573-431-0030x19

Child Safety Seat Inspection Stations - Missouri (MO)

Organization	Last Name	First Name	Street Address	City	County	State	Zip Code	Phone
Catholic Charities Community Servies - Midtown Center	Nsoah	Alisha	1202 S. Boyle	St. Louis	St.Louis	MO	63110	314-534-1180
City of Berkeley Fire Department	Collier	Jeffery	8401 Airport Road	Berkeley	St.Louis	MO	63134	314-524-3566
Community Fire Protection District	Peters	David	9411 Marlowe	Overland	St.Louis	MO	63114	314-428-1128
St.Clare Health Center	Waser	Kathy	1015 Bowles	Fenton	St.Louis	MO	63026	636-496-2000
Luv-N-Tots, Inc	Rodgers	Peg	401 E. Shawnee	Bloomfield	Stoddard	MO	63825	573-568-2111
Stoddard County Public Health Center	Sexton	Amanda	1001 N. Highway 25	Bloomfield	Stoddard	MO	63825	573-568-4593
Stone County Health Department	King	Kim	109 E. 4th, P.O. 125	Galena	Stone	MO	65656	417-357-6134
A Family's Place Chiropractic	Rayle	Jim	2404 State Hwy. 248	Branson	Taney	MO	65616	417-334-8828
Skaggs Regional Medical Center	Hamilton	Leanna	251 Skaggs Rd	Branson	Taney	MO	65616	417-335-7300
Taney County Health Department - Branson	Miller	Kara	320 Rinehart Road	Branson	Taney	MO	65616	417-334-4544
Taney County Health Department - Forsyth	Moody	Karen	15479 US Highway 160, Box 369	Forsyth	Taney	MO	65653	417-546-4725
Nevada Fire Department	May	David	120 S. Ash	Nevada	Vernon	MO	64772	471-448-2720
Warren County Health Department	Hoelt	Linda	101 Mockingbird Lane, Suite 100 (lower level, West entrance)	Warrenton	Warren	MO	63383	636-456-7474
Clearwater Ambulance District	Lyscas	Christopher	117 W. Fir St. #B	Piedmont	Wayne	MO	63982	573-223-7748
Wayne County Health Center	Epley	Crystal	Highway 67 North, PO Box 259	Greenville	Wayne	MO	63944	573-224-3218
Wright County Health Department	Glenn	Courtne	602 E. Main	Mountain Grove	Wright	MO	65711	417-926-0009
Douglas County Health Department	Hodges	Susan	603 NW 12th Avenue	Ava		MO	65608	417-683-4111

Car Seat Distribution 2013



County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.
ADAIR	1	NE	CHARITON	21	NW	HARRISON	41	NW	MACON	61	NE	PHELPS	81	CD
ANDREW	2	NW	CHRISTIAN	22	SW	HENRY	42	SW	MADISON	62	SE	PIKE	82	NE
ATCHISON	3	NW	CLARK	23	NE	HICKORY	43	SW	MARIES	63	CD	PLATTE	83	KC
AUDRAIN	4	NE	CLAY	24	KC	HOLT	44	NW	MARION	64	NE	POLK	84	SW
BARRY	5	SW	CLINTON	25	NW	HOWARD	45	CD	MERCER	65	NW	PULASKI	85	CD
BARTON	6	SW	COLE	26	CD	HOWELL	46	SE	MILLER	66	CD	PUTNAM	86	NW
BATES	7	SW	COOPER	27	CD	IRON	47	SE	MISSISSIPPI	67	SE	RALLS	87	NE
BENTON	8	SW	CRAWFORD	28	CD	JACKSON	48	KC	MONITEAU	68	CD	RANDOLPH	88	NE
BOLLINGER	9	SE	DADE	29	SW	JASPER	49	SW	MONROE	69	NE	RAY	89	KC
BOONE	10	CD	DALLAS	30	SW	JEFFERSON	50	SL	MONTGOMERY	70	NE	REYNOLDS	90	SE
BUCHANAN	11	NW	DAVISS	31	NW	JOHNSON	51	KC	MORGAN	71	CD	RIPLEY	91	SE
BUTLER	12	SE	DEKALB	32	NW	KNOX	52	NE	NEW MADRID	72	SE	ST. CHARLES	92	SL
CALDWELL	13	NW	DENT	33	CD	LACLEDE	53	CD	NEWTON	73	SW	ST. CLAIR	93	SW
CALLAWAY	14	CD	DOUGLAS	34	SE	LAFAYETTE	54	KC	NODAWAY	74	NW	ST. FRANCOIS	94	SE
CAMDEN	15	CD	DUNKLIN	35	SE	LAWRENCE	55	SW	OREGON	75	SE	STE. GENEVIEVE	95	SE
CAPE GIRARDEAU	16	SE	FRANKLIN	36	SL	LEWIS	56	NE	OSAGE	76	CD	ST. LOUIS	96	SL
CARROLL	17	NW	GASCONADE	37	CD	LINCOLN	57	NE	OZARK	77	SE	SALINE	97	KC
CARTER	18	SE	GENTRY	38	NW	LINN	58	NW	PEMISCOT	78	SE	SCHUYLER	98	NE
CASS	19	KC	GREENE	39	SW	LIVINGSTON	59	NW	PERRY	79	SE	SCOTLAND	99	NE
CEDAR	20	SW	GRUNDY	40	NW	MCDONALD	60	SW	PETTIS	80	KC	SCOTT	100	SE



Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
Date: 02/19/2014



SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
DISTRICT 1 FITTING STATIONS			
Harrison County Health Department 1700 Bethany Ave. Bethany, MO 64424	Christine Rucker-Bunselmeyer 660-425-6324	6	4
Hillyard Industries Attn: Bob Very 101 Jules St. St. Joseph, MO 64501	Bob Very 816-383-8206	11	14
YWCA 304 N. 8th St. St. Joseph, MO 64501	Traci McChristy 816-232-4481	10	0
MoDOT Attn: Lana Allen 3602 N. Belt Highway St. Joseph, MO 64506	Lana Allen 816-387-2437	11	14
Tri-County Health Department 302 N. Park Stanberry, MO 64489	Lilli Parsons 660-783-2707	3	0
Holt County Health Department 108 S. Main St. Oregon, MO 64473	Debbie Ohlensehlen 660-446-2909	3	2
Daviess County Health Department 609 A. South Main Gallatin, MO 64640	Jackie Nichols or Kristie Smith 660-663-2414	3	2
DISTRICT 2 FITTING STATIONS			
Linn County Health Department 635 S. Main Brookfield, MO 64628	Sharon Dowell 660-258-7251	15	0
Carroll County Health Department 5 North Ely Carrollton, MO 64633	Judy Brock 660-542-3247	11	4
Livingston County Health Department 401 N. Frnaklin St. Kirksville, MO 63501	Joe Schilling 660-349-8769	7	4
Fayette Schools - Parent As Teachers 702 Lucky St. Fayette, MO 65248	Nancy Holtwick 660-248-3686	7	9
Chariton County Health Department 206 State St. Keyteville, MO 65261	Kathy Naylor 660-288-3675	3	0
Grundy County Health Department 1716 Lincoln Trenton, MO 64683	Jennifer Westcott 660-359-4196	11	4
Mercer County Health Department 305 W. Main St. Princeton, MO 64673	Joni Williams 660-748-3630	7	9
Putnam County Health Department 103 N. 18th St. Unionville, MO 63565	Jeanie Johnson 660-947-2429	11	4

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Adair County Ambulance District 706 W. Potter Ave. Kirksville, MO 63501	Kat Probst 660-665-0000	11	4
Kirksville Fire Department 401 N. Franklin St. Kirksville, MO 63501	Joe Schilling 660-349-8769	11	4
DISTRICT 3 FITTING STATIONS			
Mexico Public Safety Department 300 N. Coal - City Hall Mexico, MO 65265	Penny Smith 573-581-2100	11	14
Lincoln County Health Department 5 Health Department Drive Troy, MO 63379	Lisa Sitler 636-528-6117, ext. 405	19	5
Lincoln County Ambulance District 1392 S. 3rd St. Troy, MO 63379	Michelle Danback 636-528-8488	19	5
MoDOT - District 3 121 Francis Troy, MO 63379	Michael Foppe 636-528-3181	19	5
Monroe County Health Department 310 N. Market St. Paris, MO 65275	Rebecca Dowell 660-327-4259 - ext. 126	22	5
Montgomery County Health Department 400 N. Salisbury Street Montgomery City, MO 63301	Kathie Hoette 573-564-2495	16	9
Pike County Health Department 1 Health Care Place Bowling Green, MO 63334	Kim Gamm 573-324-6373	22	5
Ralls County Health Department 405 W. 1st St. New London, MO 63459	Tina Reed 573-985-7121	22	5
Warren County Health Department c/o Lincoln County Health Department 5 Health Department Drive Troy, MO 63379	Lisa Sitler 636-528-6117, ext. 405	19	5
DISTRICT 4 FITTING STATIONS			
Cass County Sheriff's Department Attn: Kevin Tieman 2501 W. Mechanical, Suite 100 Harrisonville, MO 64701	Kevin Tieman 816-380-8320	4	9
Harrisonville Emergency Services Attn: Eric Muler 903 S. Commerical St. Harrisonville, MO 64701	Eric Muler 816-380-8952	6	7
South Metro Fire District Attn: Chris Tindall 611 W. Foxwood Drive Raymore, MO 64803	Chris Tindall 816-331-3008	4	9

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Gladstone Public Safety - FIRE/EMS Attn: Charles Duddy 6569 N. Prospect Ave. Gladstone, MO 64119	Charles Duddy 816-356-9583	10	0
Kearny Fire and Rescue Protection District Attn: Robert Looper 201 E. 6th Kearney, MO 64060	Robert Looper 816-628-4122	10	0
Safety & Health Council of Western Missouri & Kansas Attn: Kathy Zents 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	10	0
Henry County Health Center Attn: Gary French 306 S. Second St. Clinton, MO 64735	Gary French 660-885-8193	11	0
Johnson County Community Health Services Attn: Rhonda Davis & Mary Traver 723 PCA Road Warrensburg, MO 64093	Rhonda Davis & Mary Traver 660-747-6121	6	7
St. Luke's East Missouri & Kansas 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	11	0
Whiteman Airforce Base Missouri & Kansas 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	11	0
Raytown EMS Attn: Kim LeSage 10020 E. 66th Terrace Raytown, MO 64133	Kim LeSage 816-737-6030	6	7
Lafayette County Health Department Attn: Donna Oetting 547 S. 13 Highway Lexington, MO 64067	Donna Oetting 660-259-4371 - ext. 226	7	4
I-70 Auto Service Missouri & Kansas 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	6	7
Grain Valley Police Department Missouri & Kansas 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	10	0

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Liberty Fire Department c/o Kearney Fire and Rescue Protection 201 E. 6th St. Kearney, MO 64060	Robert Looper 816-628-4122	0	13
Lee's Summit Police Department Missouri & Kansas 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	0	13
Saint Luke's Hospital c/o Safety & Health Council of Western 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	0	13
Ray County Ambulance District 10625 Lee Holt Road Richmond, MO 64085	Jessica Essig 816-470-3030	6	7
YMCA Headstart c/o Safety & Health Council of Western 5829 Troost Ave. Kansas City, MO 64110	Kathy Zents 816-842-5223	6	7
Peculiar Police 224 N. Main Peculiar, MO 64078	Michael McLaughlin 816-779-5102	6	7
Liberty Public School c/o Kearney Fire and Rescue Protection 201 E. 6th St. Kearney, MO 64060	Robert Looper 816-628-4122	6	7
Kearney PAT c/o Kearney Fire and Rescue Protection 201 E. 6th St. Kearney, MO 64060	Robert Looper 816-628-4122	6	7
YMCA Metro Headstart 3827 Troost Ave. Kansas City, MO 64101	Mona Cozart-Dean 816-561-8448	6	7
Platte County Health Department 1201 East St. Parkville, MO 64152	Tricia Rothweiler 816-587-5998	10	3
DISTRICT 5 FITTING STATIONS			
Callaway County Ambulance District 311 Hickman Avenue Fulton, MO 65251	Chuck Ellis 573-642-7260	11	14
Camdenton Police Department 437 West US Highway 54 Camdenton, MO 65020	Melissa Stradt 573-346-3604	11	7
Camdenton Parents As Teachers c/o Stacey Austin 5277 Osage Beach Parkway Osage Beach, MO 65065	Stacey Austin 573-745-0069	11	14

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Columbia Fire Department 201 Orr Street Columbia, MO 65201	Darla Atkins 573-874-7556	11	14
Fulton Fire Department 1201 Westminster Avenue Fulton, MO 65251	Bob Maxwell 573-592-3150	11	14
Boonville Police Department 401 East Morgan Street Boonville, MO 65233	Larry Roberts 660-882-2727	11	14
Jefferson City Fire Department Training Center 2304 Hyde Park Road Jefferson City, MO 65109	Kathi Luebbert 573-634-6401	11	14
Miller County Ambulance District c/o Miller County Health Center 2125 Highway 54 Tuscumbia, MO 65082	Lucretia Huff 573-369-2359	11	14
Miller County Health Center 2125 Highway 52 Tuscumbia, MO 65082	Lucretia Huff 573-369-2359	11	14
Morgan County Health Center 104 W. Lafayette Versailles, MO 65084	Melissa Owsley 573-378-5438	11	14
Sedalia Police Department 201 West 2nd Street Sedalia, MO 65301	Stephanie Davis 660-827-7823 - ext. 171	11	14
Lake Ozark Fire Protection District 1769 Bagnell Dam Blvd. Lake Ozark, MO 65049	Mark Amsinger 573-365-3385	6	14
Osage Beach Police Department 1000 City Parkway Osage Beach, MO 65065	Sgt. Arlyne Page 573-302-2010	11	9
Sedalia Fire Department 201 West 2nd Street Sedalia, MO 65301	Stephanie Davis 660-827-7823 - ext. 171	11	14
School of the Osage Parents as Teachers c/o Camdenton Police Dept. 437 West US Highway 54 Camdenton, MO 65020	Melissa Stradt 573-346-3604	11	7
DISTRICT 6 FITTING STATIONS			
City of Berkeley Fire Department 8401 Airport Rd. Berkeley, MO 63134	Yolanda Cooper 314-524-3566	20	4
Maryland Heights FPD 2600 Schuetz Road Maryland Heights, MO 63043	David Schmiderer 314-298-4400	5	0
Ferguson Fire Protection District 200 South Florissant Road St. Louis, MO 63135	House #1 - 314-522-1122 and Ericka Artz - 314-565-4061	7	0

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Jefferson County Department of Health 1818 Londell Arnold, MO 63010	Donna Cummings, R.N. 636-789-3372 - ext. 127	40	14
High Ridge Fire Protection District 2842 High Ridge Blvd. High Ridge, MO 63049	Roger Coleman 636-568-2722	23	0
Washington PAC 310 International Ave. Washington, MO 63090	Fritzie 636-239-1840	4	12
Cardinal Glennon Children's Medical Center 1465 South Grand St. Louis, MO 63104	Chris Green 314-577-5392	23	0
Cedar Hill Fire Protection District 6766 Cedar Hill Road Cedar Hill, MO 63016	Kim Fanter - 314-422-8788 or Greg Shuster - 636-285-3345	23	0
Affton Fire Protection District 9282 Gravos Road St. Louis, MO 63123	Mark Bryant or Chief 314-631-1803 - ext. 0	47	0
MoDOT Barrett Station Facility 2309 Barrett Station Road St. Louis, MO 63021	Phil Ruffus 314-581-5690	23	0
Mercy Hospital Washington 901 East 5th Street 4th Floor Maternal Child Dept. Washington, MO 63090	Nicki Harriman 636-239-8500	19	6
Community Fire Protection District 8847 St. Charles Rock Road St. Louis, MO 63114	Fire House 314-592-3811	14	0
Kirkwood Fire Department 11804 Big Bend Kirkwood, MO 63122	Dee Stratmann 314-822-5844	6	3
Pacific Fire Protection District 7376 Highway 0 Robertsville, MO 63072	Jonathan Bruns Cell 636-262-6125 FD - 636-257-2811	19	0
Florissant Valley Fire Portection District 1925 Pohlman Road Florissant, MO 63033	Steve Tuley 314-602-4746	23	0
Fenton Fire Protection District 845 Gregory Lane Fenton, MO 63026	Joel Cooper 636-343-4188	4	0
Cardinal Glennon Children's Foundation 3800 Park Ave. St. Louis, MO 63110	Kim Fanter 314-422-8788	23	0
Wentzville FPD 1146 Clinton Prinster Wentzville, MO 63346	Shelby Wilcox 636-327-6239	10	7

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
DISTRICT 7 FITTING STATIONS			
Lawrence County Health Department 105 W. North Street Mt. Vernon, MO 65712	Tana Bradshaw 417-466-2201 417-637-2701	4	0
Economic Security Corp./Noel EHS 712 S. Highway 59 Anderson, MO 64831	Gail Brown Anderson_headstart@yahoo.com 417-845-6644	11	14
Bates County 501 N. Orange Butler, MO 64730	Sandra Callahan callas@pha.mopublicc.org 660-679-6108	11	14
Joplin Health Department 321 E. 4th Street Joplin, MO 64801	Jan Clark jryan@joplinmo.org 417-623-6122	11	14
Cedar County Health Department 1317 South Highway 32 El Dorado Springs, MO 64744	Linda Mann, administrator 417-876-4627	11	14
Cedar County Health Department 807 Owen Mill Road Stockton, MO 65785	Debi Hillsman, RN 417-276-6416	11	14
Safe Kids (Jasper/Newton) Co. 2914 E. 32nd Street, Ste. 102 Joplin, MO 64865	Jo Sitton, Kevin Theilen 417-782-9899	11	14
McDonald County Health Department 500 Olin Street Pineville, MO 64856	Jennifer Clarkston Gail) Paige Behm, Administrator 417-223-4351	11	14
Newton County Health Department 812 West Harmony Street Neosho, MO 64850	Manny Garcia 417-451-3743	11	14
Barceda Families 1201 S. Ward, Suite A Stockton, MO 65785	Holly Mann 417-276-4591	11	14
Nevada Fire Department 120 S. Ash Street Nevada, MO 64772	David May dmay@nevadamo.org 417-448-2720	11	14
DISTRICT 8 FITTING STATIONS			
Battlefield Fire Protection District 4117 W. Second Street Battlefield, MO 65619	Tom Dickey 417-881-9018	6	7
Polk County Health Center 1317 W. Broadway Bolivar, MO 65613	Sandra Zanaboni 417-326-7250	11	14
Skaggs Hospital 251 Skaggs Road Branson, MO 65616	Colleen Keeter 417-335-7300	11	14
Taney County Health Dept. - Branson 320 Rinehart Rd. Branson, MO 65616	Kara Miller 417-334-4544	6	0

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Taney county Health Dept. - Forsyth 15479 US Hwy 160, Box 369 Forsyth, MO 65653	Joann Sanchez 417-546-4725	4	4
Hickory County Health Dept. 201 Cedar Hermitage, MO 65668	Susan Barger 417-745-2138	11	14
Lebanon Fire Dept. 370 N. Adams Lebanon, MO 65536	Andy Jordan 417-532-2104	11	14
Laclede County Health Dept. 405 Harwood Lebanon, MO 65536	Cathy Smith 417-532-2134	12	14
Wright County Health Dept. 602 E. Main Mountain Grove, MO 65711	Courtne Glenn 417-741-7791	12	14
Cox Health 3801 S. National Springfield, MO 65807	Rana Post 417-269-6784	12	14
Logan-Rogersville Fire 3427 S. State Hwy. 125 Rogersville, MO 65742	Rob Talburt 417-753-4265	12	14
Ozark County Health Dept. 370 Third St. Gainesville, MO 65655	Jenni Garrison 417-679-3334	4	4
Mercy Springfield/Safe Kids Springfield 1570 W. Battlefield, Suite 110 Springfield, MO 65807	Daphne Greenlee 417-820-6671	12	14
Douglas County Health Dept. 603 NW 12th Ave., Bldg C Ava, MO 65608	Sonya Hodges 417-683-4174	12	14
DISTRICT 9 FITTING STATIONS			
Howell County Health Department 180 S. Kentucky Ave. West Plains, MO 65775	Dawn Hicks 417-256-7078	23	0
Phelps County Regional Medical Center 1000 W. 10th St. Rolla, MO 65401	Starlyn Reynolds 573-458-7690	16	9
City of Rolla Fire and Rescue #1 1490 E. 10th St. Rolla, MO 65401	Jason Goebel Lynette Manley 573-364-3989	23	0
Crawford County Health Department 202 W. Main, P.O. Box 367 Steelville, MO 65565	Karen Sikes 573-775-2555	10	17
Ozarks Medical Center #9 Parkway Shopping Center West Plains, MO 65775	Joanne Patillo 417-257-5984	20	4
City of Rolla Fire and Rescue #2 400 W. Fourth St. Rolla, MO 65401	Jason Goebel Lynette Manley 573-364-3989	23	0

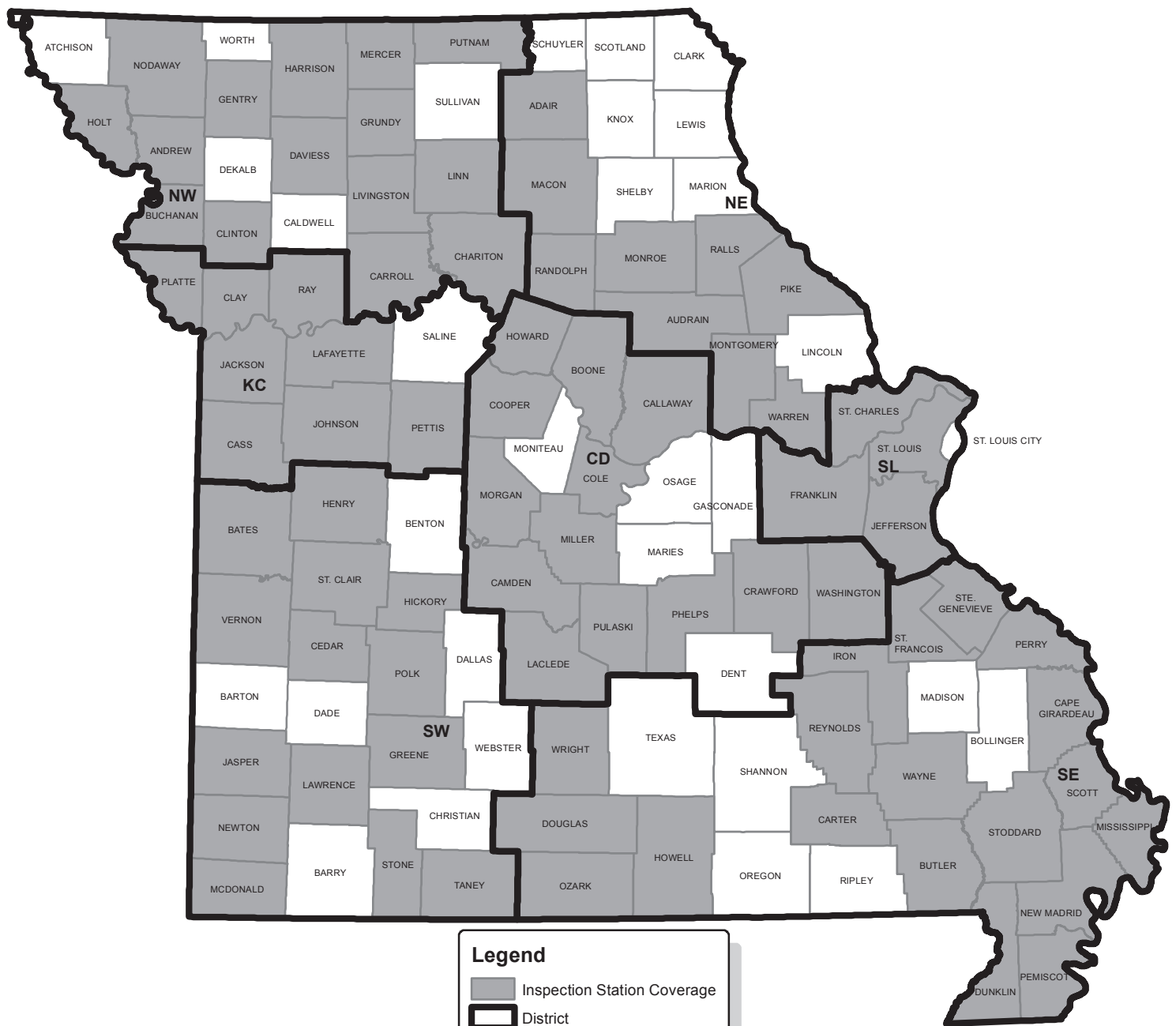
SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Pulaski County Health Department 101 12th St. Crocker, MO 65452	Patty McClendon Donna Brashear 573-736-2217	16	9
Steelville Ambulance District #1 EMS Lane Steelville, MO 65565	Jennifer Parrett 573-775-2211	12	14
St. James Ambulance District 203 N. Louise St. James, MO 65559	Jennifer Parrett 573-265-6565	12	14
Whole Kids Outreach 62143 Hwy. 21 Ellington, MO 63638	Connie Pendley 573-663-2357	19	7
Iron County Children's Division 2202 Park Drivee Ironton, MO 63650	Ashley McClanahan 573-663-2357	12	4
Mountain View-Birch Tree R-111 314 N. Elm Mountain View, MO 65548	Susan Fraizer 417-934-2550	16	9
DISTRICT 10 FITTING STATIONS			
Cape Girardeau Safe Communities Program Cape Girardeau Police Department 40 S. Sprigg Cape Girardeau, MO 63703	Lynn Ware Rachel Penny 573-335-7908	16	0
Jackson Fire Department 525 South Hope Jackson, MO 63755	Steve Gaugh, Randy Davis, Michael Massey, Curtis Sparks 573-204-0606	7	9
Perry County Ambulance Service 434 N. West St. Perryville, MO 63775	Mary Chappius, Kimberly Martin, Dana Triller 573-547-4565	7	9
Ste. Genevieve County Ambulance 3 Basler Drive Ste. Genevieve, MO 63670	Kendall Shrum, Brian Watson, Rick Short, Billy Becker 573-883-7000	15	0
Ste. Genevieve County Health Department 115 Basler Drive Ste. Genevieve, MO 63670	Paula Grass, Jeannie Gettinger 573-883-7411 - ext. 111	0	18
Ste. Genevieve County Memorial Hospital Hwy. 61 & 32 Ste. Genevieve, MO 63670	Michelle Braun, Lajune Rottler, Diana Hirsh, Ruth Boyet, Georgia Schwartz 314-258-6343	2	14
St. Francois County Ambulance District 2600 Anchor Drive Park Hills, MO 63601	Terry Isgrig, Bob Brenneke Terry Leach 573-431-0030 - ext. 19 573-756-6764	16	0

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Butler County Community Resource Council 644 Charles Street Poplar Bluff, MO 63901	Dalene Pyrtle-Chilton 573-776-6130	16	0

SHIPPING LOCATION	CONTACT INFORMATION	Convertible Child Safety Seat	Combination Booster Seat
Scott County Health Department 102 Grove Estates Ct. Sikeston, MO 63801	Stacey Dame, Sherry Burger 573-471-4044	16	0
Mississippi County Caring Communities 603 Garfield East Prairie, MO 63845	Danna Brown Ellis, Hillary Stinett 573-683-7551	7	9
New Madrid CO Human/Family Resource Center Right From The Start 420 Virginia Ave. New Madrid, MO 63869	Amber Lara 573-748-2779	7	9
Missouri Bootheel Regional Consortium, Inc. 903 S. Kingshighway, Suite A Sikeston, MO 63801	Katrina Word 573-471-9400	15	0
Pemiscot County Initiative Network 711 West 3 Caruthersville, MO 63830	Buddy James 573-333-5301, ext. 226	12	14
Dunklin County Health Department 410 Teacon Road Kennett, MO 63857	Becky Crawford 573-888-9008	16	9
Wayne CountyHealth Highway 67 North Greenville, MO 63944	Crystal Epley 573-224-3218	12	14
Charleston Parents As Teachers 604 S. Thorn Street Charleston, MO 63834	Andrea Story 573-233-4164	6	12
Stoddard County Family Services Office Attn: Luv-N-Tots, Inc. 401 E. Shawnee Bloomfield, MO 63825	Peg Rodgers 573-568-2111	16	4
Stoddard County Public Health Center 1001 North Highway 25 Bloomfield, MO 63825	Kathy Bowling 573-568-4593 - ext. 207	4	14
Clearwater Ambulance District 117 W. Fir St., #B Piedmont, MO 63982	Christoper Lycas 573-300-8165	12	4
Carter County Sheriff's Office 15 Sycamore St. Van Buren, MO 63965	Carla Jansen 573-323-4510	10	7
Scott County Rural Fire Protection District 40 S. Sprigg Cape Girardeau, MO 63703	Lynn Ware/Amber Scudder 573-335-6621, ext. 1762	16	0

Totals	1641	1035
Unit Cost \$	46.50	\$ 40.99
\$	76,306.50	\$ 42,424.65
Grand Total \$	118,731.15	

CPS Inspection Stations February 2014



County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.
ADAIR	1	NE	CHARITON	21	NW	HARRISON	41	NW	MACON	61	NE	PHELPS	81	CD
ANDREW	2	NW	CHRISTIAN	22	SW	HENRY	42	SW	MADISON	62	SE	PIKE	82	NE
ATCHISON	3	NW	CLARK	23	NE	HICKORY	43	SW	MARIES	63	CD	PLATTE	83	KC
AUDRAIN	4	NE	CLAY	24	KC	HOLT	44	NW	MARION	64	NE	POLK	84	SW
BARRY	5	SW	CLINTON	25	NW	HOWARD	45	CD	MERCER	65	NW	PULASKI	85	CD
BARTON	6	SW	COLE	26	CD	HOWELL	46	SE	MILLER	66	CD	PUTNAM	86	NW
BATES	7	SW	COOPER	27	CD	IRON	47	SE	MISSISSIPPI	67	SE	RALLS	87	NE
BENTON	8	SW	CRAWFORD	28	CD	JACKSON	48	KC	MONITEAU	68	CD	RANDOLPH	88	NE
BOLLINGER	9	SE	DADE	29	SW	JASPER	49	SW	MONROE	69	NE	RAY	89	KC
BOONE	10	CD	DALLAS	30	SW	JEFFERSON	50	SL	MONTGOMERY	70	NE	REYNOLDS	90	SE
BUCHANAN	11	NW	DAVISS	31	NW	JOHNSON	51	KC	MORGAN	71	CD	RIPLEY	91	SE
BUTLER	12	SE	DEKALB	32	NW	KNOX	52	NE	NEW MADRID	72	SE	ST. CHARLES	92	SL
CALDWELL	13	NW	DENT	33	CD	LACLEDE	53	CD	NEWTON	73	SW	ST. CLAIR	93	SW
CALLAWAY	14	CD	DOUGLAS	34	SE	LAFAYETTE	54	KC	NODAWAY	74	NW	ST. FRANCOIS	94	SE
CAMDEN	15	CD	DUNKLIN	35	SE	LAWRENCE	55	SW	OREGON	75	SE	STE. GENEVIEVE	95	SE
CAPE GIRARDEAU	16	SE	FRANKLIN	36	SL	LEWIS	56	NE	OSAGE	76	CD	ST. LOUIS	96	SL
CARROLL	17	NW	GASCONADE	37	CD	LINCOLN	57	NE	OZARK	77	SE	SALINE	97	KC
CARTER	18	SE	GENTRY	38	NW	LINN	58	NW	PEMISCOT	78	SE	SCHUYLER	98	NE
CASS	19	KC	GREENE	39	SW	LIVINGSTON	59	NW	PERRY	79	SE	SCOTLAND	99	NE
CEDAR	20	SW	GRUNDY	40	NW	MCDONALD	60	SW	PETTIS	80	KC	SCOTT	100	SE

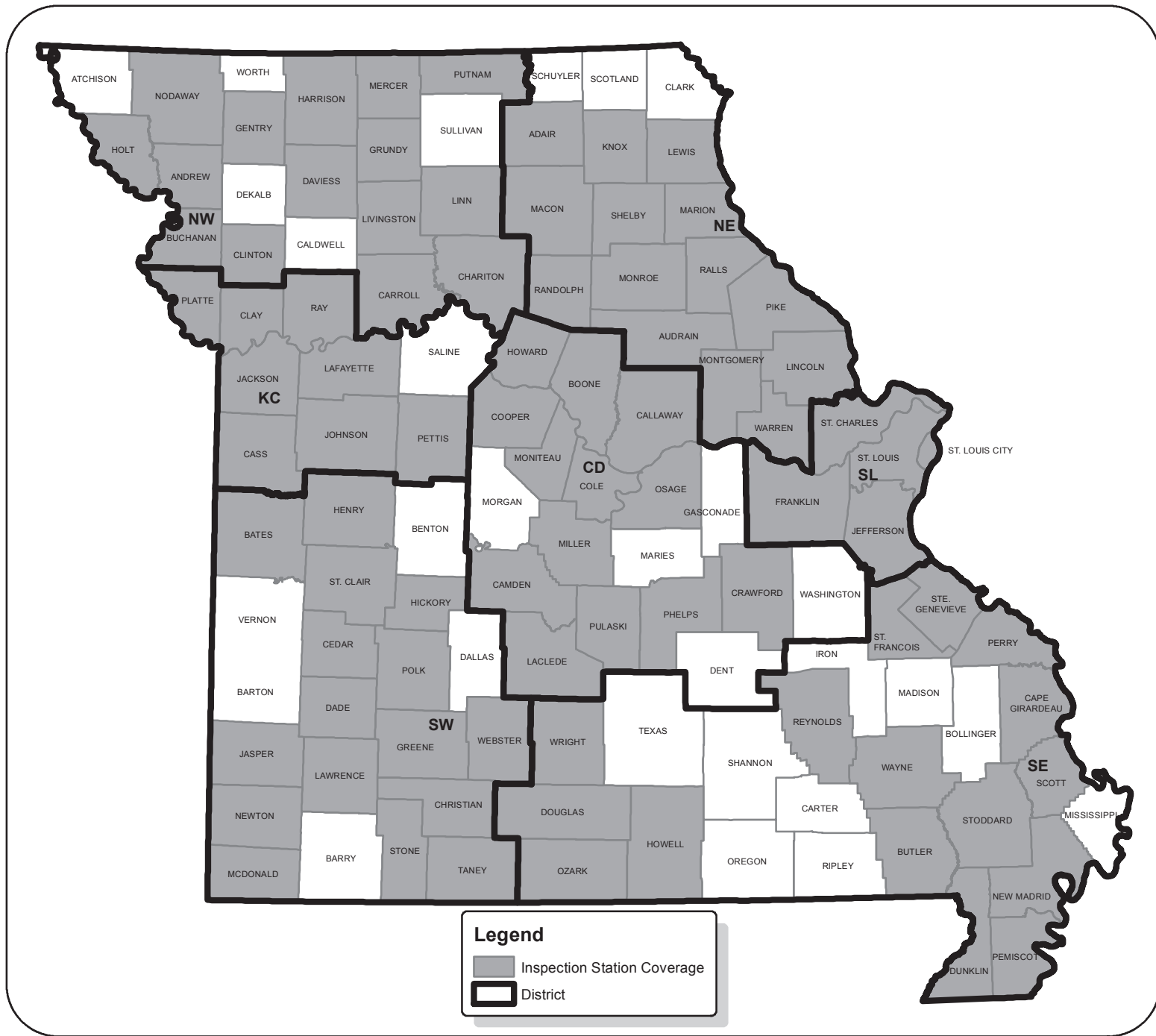


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Appendix B

CPS Technicians February 2014



County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.
ADAIR	1	NE	CHARITON	21	NW	HARRISON	41	NW	MACON	61	NE	PHELPS	81	CD	SHANNON	101	SE
ANDREW	2	NW	CHRISTIAN	22	SW	HENRY	42	SW	MADISON	62	SE	PIKE	82	NE	SHELBY	102	NE
ATCHISON	3	NW	CLARK	23	NE	HICKORY	43	SW	MARIES	63	CD	PLATTE	83	KC	STODDARD	103	SE
AUDRAIN	4	NE	CLAY	24	KC	HOLT	44	NW	MARION	64	NE	POLK	84	SW	STONE	104	SW
BARRY	5	SW	CLINTON	25	NW	HOWARD	45	CD	MERCER	65	NW	PULASKI	85	CD	SULLIVAN	105	NW
BARTON	6	SW	COLE	26	CD	HOWELL	46	SE	MILLER	66	CD	PUTNAM	86	NW	TANEY	106	SW
BATES	7	SW	COOPER	27	CD	IRON	47	SE	MISSISSIPPI	67	SE	RALLS	87	NE	TEXAS	107	SE
BENTON	8	SW	CRAWFORD	28	CD	JACKSON	48	KC	MONITEAU	68	CD	RANDOLPH	88	NE	VERNON	108	SW
BOLLINGER	9	SE	DADE	29	SW	JASPER	49	SW	MONROE	69	NE	RAY	89	KC	WARREN	109	NE
BOONE	10	CD	DALLAS	30	SW	JEFFERSON	50	SL	MONTGOMERY	70	NE	REYNOLDS	90	SE	WASHINGTON	110	CD
BUCHANAN	11	NW	DAVISS	31	NW	JOHNSON	51	KC	MORGAN	71	CD	RIPLEY	91	SE	WAYNE	111	SE
BUTLER	12	SE	DEKALB	32	NW	KNOX	52	NE	NEW MADRID	72	SE	ST. CHARLES	92	SL	WEBSTER	112	SW
CALDWELL	13	NW	DENT	33	CD	LACLEDE	53	CD	NEWTON	73	SW	ST. CLAIR	93	SW	WORTH	113	NW
CALLAWAY	14	CD	DOUGLAS	34	SE	LAFAYETTE	54	KC	NODAWAY	74	NW	ST. FRANCOIS	94	SE	WRIGHT	114	SE
CAMDEN	15	CD	DUNKLIN	35	SE	LAWRENCE	55	SW	OREGON	75	SE	STE. GENEVIEVE	95	SE	ST. LOUIS CITY	115	SL
CAPE GIRARDEAU	16	SE	FRANKLIN	36	SL	LEWIS	56	NE	OSAGE	76	CD	ST. LOUIS	96	SL			
CARROLL	17	NW	GASCONADE	37	CD	LINCOLN	57	NE	OZARK	77	SE	SALINE	97	KC			
CARTER	18	SE	GENTRY	38	NW	LINN	58	NW	PEMISCOT	78	SE	SCHUYLER	98	NE			
CASS	19	KC	GREENE	39	SW	LIVINGSTON	59	NW	PERRY	79	SE	SCOTLAND	99	NE			
CEDAR	20	SW	GRUNDY	40	NW	MCDONALD	60	SW	PETTIS	80	KC	SCOTT	100	SE			



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Bill	Adams	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
Brad	Apodaca	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
MICHAEL	BISHOP	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
JEREMY	DAVIS	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Cameron	East	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
Evan	Jennings	401 N. Franklin St.	Kirksville	MO	63501	Adair	660-665-3734
Kenny	Lambert	401 N. Franklin St	Kirksville	MO	63501	Adair	660-665-3734
ROBERT	LEWIS	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
BRAD	NEFF	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
MICHEAL	ROBINSON	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
KEN	SCOTT	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
JAMES	SNYDER	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Silas	Springer	401 N. Franklin Street	Kirksville	MO	63501	Adair	660-665-3734
DENNIS	VANSICKEL	401 N FRANKLIN	KIRKSVILLE	MO	63501	Adair	660-665-3734
Linda	Hankins	1102 State Route E	Savannah	MO	64485	Andrew	816-271-6839
Amy	Stoner	400 E Main	Savannah	MO	64485	Andrew	816-324-4114
Kevin	Patrick	300 N. Coal Street	Mexico	MO	65265	Audrain	573-581-2100
Russell	Sing	300 North Coal	Mexico	MO	65265	Audrain	573-581-2100
Ruth	Barnes	501 N. Orange St.	Butler	MO	64730	Bates	660-679-6108
Sandra	Callahan	501 N. Orange	Butler	MO	64730	Bates	660-679-6108
Randy	Bell	404 N. Keene St	Columbia	MO	65201	Boone	573-592-3150
Tiffany	Bolton	500 N Keene St.	Columbia	MO	65201	Boone	573-882-7350
Cristhia	Castro	5113 Clark Lane	Columbia	MO	65202	Boone	501-454-8308
David	Covert	404 Keene St	Columbia	MO	65203	Boone	573-876-6936
Nicole	Crafton	212 N Route B	Hallsville	MO	65255	Boone	573-268-5182
Kimberly	Dohm	500 Keene Street Suite 401	Columbia	MO	65201	Boone	573-882-7350
Colt	Doman	980 S El Chaparral Ave	Columbia	MO	65201	Boone	573-881-1365
Sarah	Eckhoff	404 Keene Street	Columbia	MO	65212	Boone	573-875-9183
Jamie	Fessler	2302 Sallee Gaele	Columbia	MO	65203	Boone	314-974-7292
Irving	Garbison	404 N Keene St	Columbia	MO	65201	Boone	573-592-3150
Amber	Huffman	404 North Keene St	Columbia	MO	65201	Boone	573-219-4259
Carrie	Hummel-Logee	105 North Garth Ave	Columbia	MO	65203	Boone	217-653-0508
Erin	Kaufman	525 N. Keene Street	Columbia	MO	65201	Boone	573-882-7350
Mary	Killday	404 North Keene St	Columbia	MO	65201	Boone	573-817-3159
Katherine	Lammers	307 E Briarwood Ln	Columbia	MO	65203	Boone	573-882-8706
Jennifer	Lynch	901 Virginia Ave	Columbia	MO	65201	Boone	573-884-7809
Caitlin	Mena	404 Keene St.	Columbia	MO	65201	Boone	573-875-9061

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Kelsey	Okruh	404 Keene St.	Columbia	MO	65201	Boone	573-875-9279
Debra	Purvis	404 N. Keene St	Columbia	MO	65201	Boone	573-228-1070
Elizabeth	Rackers	500 N Keene St suite 401	Columbia	MO	65201	Boone	573-882-7350
NiCole	Sadler	404 Keene St.	Columbia	MO	65202	Boone	573-875-9279
Danielle	Schaefer	2015 Crestridge Drive	Columbia	MO	65203	Boone	573-882-7350
Susan	Spielman	7700 N. Wade School Rd	Columbia	MO	65202	Boone	573-882-0321
Sharon	Swiney	404 Keene St	Columbia	MO	65201	Boone	573-876-6936
Steven	Tatum	404 N. Keene St	Columbia	MO	65201	Boone	573-876-6936
Angie	Tipton	2551 W Oak Ridge Drive	Columbia	MO	65202	Boone	573-875-9061
Andrew	Worrall	5801 S Route K	Columbia	MO	65203	Boone	651-329-6308
Kristie	Wright	400 Keene St.	Columbia	MO	65201	Boone	573-882-7350
James	Acree	3525 North Belt Highway	St Joseph	MO	64506	Buchanan	660-646-6494
Lana	Allen	3602 N. Belt Hwy.	St. Joseph	MO	64506	Buchanan	816-387-2437
Wanda	Brodsky	304 N. 8th	St Joseph	MO	64501	Buchanan	232-8841
Janice	Carter	118 S 5th Street	Saint Joseph	MO	64501	Buchanan	816-233-3330
AMBER	DYDELL	3602 NORTH BELT HIGHW	ST. JOSEPH	MO	64506	Buchanan	816-387-2445
Michael	George	501 Faraon	Saint Joseph	MO	64501	Buchanan	816-271-4801
Greg	Gilpin	501 Faraon St	St Joseph	MO	64501	Buchanan	816-236-1473
Nicholas	Greiner	3525 North Belt Highway	St. Joseph	MO	64506	Buchanan	816-387-2345
Kellie	Horton	5325 Faraon	Saint Joseph	MO	64506	Buchanan	816-271-7785
Tina	Kavanaugh	3602 N Belt Hwy	St. Joseph	MO	64506	Buchanan	816-387-2408
Susan	Lober	118 South 5th Street	St Joseph	MO	64501	Buchanan	816-233-3330
Sheldon	Lyon	Box 8580	St. Joseph	MO	64508	Buchanan	816-387-2345
Stephanie	Malita	904 South 10	Saint Joseph	MO	64503	Buchanan	816-271-5327
Traci	McChristy	304 N.8th	St. Joseph	MO	64501	Buchanan	816-232-4481
Kelly	McManus	6104 Clydesdale Lane	St. Joseph	MO	64506	Buchanan	816-271-7389
Cindy	Merritt	5325 Faraon Street	Saint Joseph	MO	64507	Buchanan	816-273-7050
Beverly	Shinneman	5325 Faraon OB Post Natal	Saint Joseph	MO	64506	Buchanan	816-271-6839
Jackie	Spainhower	118 S. 5th St.	St. Joseph	MO	64501	Buchanan	816-233-3330
Ashley	Stroud	5325 Faraon St.	Saint Joseph	MO	64507	Buchanan	816-271-7785
Clark	Parrott	4947 Hwy 67 North	Poplar Bluff	MO	63901	Butler	573-840-9500
Dalene	Pyrtle	644 Charles Street	Poplar Bluff	MO	63901	Butler	573-776-7830
Michael	Bainbridge	1201 Westminister	Fulton	MO	65251	Callaway	573-592-3150
Teresa	Bayless	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260
Maggie	Bolden	311 Hickman Ave.	Fulton	MO	65251	Callaway	573-642-7260x.22
Susan	Hertzler	311 Hickman Ave.	Fulton	MO	65251	Callaway	573-642-7260 x22
Brian	Kinder	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260

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Brad	Lindsay	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260
Bob	Maxwell	1201 Westminster Ave.	Fulton	MO	65251	Callaway	573-592-3150
Gene	Nelson	1201 Westminster Ave	Fulton	MO	65251	Callaway	573-592-3150
Joe	Peeper	311 Hickman Ave	Fulton	MO	65251	Callaway	573-642-7260
Steve	Sessler	1201 Westminster	Fulton	MO	65251	Callaway	573-592-3150
Michelle	Brown	1000 City Pkwy	Osage Beach	MO	65065	Camden	573-302-2012
Jim	Chiple	1170 bluff drive	Osage beach	MO	65065	Camden	573-348-1221
Chris	Edgar	437 West US Highway 54	Camdenton	MO	65020	Camden	573-346-3604
Bobby	McCrorey	1000 City Parkway	Osage Beach	MO	65065	Camden	573-302-2012
Arlyne	Page	1000 City Parkway	Osage Beach	MO	65065	Camden	573-302-2010x308
Kelsey	Robertson	1000 City Parkway	Osage Beach	MO	65065	Camden	573-302-2010 ext 962
Eric	Adamczyk	503 S. Hope	Jackson	MO	63755	Cape Girardeau	573-243-1010
John	Chimienti	503 S. Hope	Jackson	MO	63755	Cape Girardeau	573-243-1010
RANDY	DAVIS	503 S. HOPE	JACKSON	MO	63755	Cape Girardeau	573-243-8090
Max	Goshen	503 S. Hope	Jackson	MO	63755	Cape Girardeau	573-243-1010
Gene	Kerns	503 South Hope Street	Jackson	MO	63755	Cape Girardeau	573-243-1010
Trisha	LeGrand	1701 Lacey Street	Cape Girardeau;	MO	63701	Cape Girardeau	573-651-5560
MICHAEL	MASSEY	503 S. HOPE	JACKSON	MO	63755	Cape Girardeau	573-243-1010
AMY	SLINKARD	1701 LACEY STREET	CAPE GIRARDEAU	MO	63701	Cape Girardeau	573-651-5560
CURTIS	SPARKS	503 S. HOPE	JACKSON	MO	63755	Cape Girardeau	573-243-1010
Judy	Brock	5 North Ely	Carrollton	MO	64633	Carroll	660-542-3247
Ben	Barbarick	2501 W. Mechanic	Harrisonville	MO	64701	Cass	816-380-8708
JOHN	BERGMAN	100 Municipal Cir.	Raymore	MO	64083	Cass	816-892-3036
Johnny	Coday	604 N. King Ave	Harrisonville	MO	64701	Cass	816-380-8952
Whitney	Cooper	PO Box 486	Peculiar	MO	64078	Cass	816-260-3554
Jason	Coppedge	611 W. Foxwood Dr.	Raymore	MO	64083	Cass	816-331-3008
Gary	Crow	2501 West Mechanic	Harrisonville	MO	64701	Cass	816-380-5200
Christine	Eddleman	2501 W. Wall	Harrisonville	MO	64701	Cass	816-380-8308
Ryan	Finn	611 W. Foxwood Dr	Raymore	MO	64083	Cass	816-331-3008
Patrick	Furlong	611 W Foxwood Dr.	Raymore	MO	64083	Cass	816-331-3008
Tim	Gates	611 W. Foxwood Dr	Raymore	MO	64083	Cass	816-331-3008
Duane	Gerke	903 S. Commercial	Harrisonville	MO	64701	Cass	816-380-8952
Phillip	Grabmiller	224 N Main Street	Peculiar	MO	64078	Cass	816-779-5102
Jason	Heffernan	2501 West Mechanic	Harrisonville	MO	64701	Cass	816-380-5200
Jason	Honderick	611 West Fox Wood Dr.	Raymore	MO	64083	Cass	816-331-3008
Chad	Loehr	611 W. Foxwood Dr	Raymore	MO	64083	Cass	816-331-3008
Michael	Mclaughlin	224 N. Main PO Box 653	Peculiar	MO	64078	Cass	816-779-5102

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Eric	Myler	903 S. Commercial	Harrisonville	MO	64701	Cass	816-380-8952
Brett	Palmer	611 W. Foxwood Dr.	Raymore	MO	64083	Cass	816-331-3008
Doug	Snooks	2501 w Mechanic street	Harrisonville	MO	64701	Cass	816-380-5200
JESSE	WALKINGSTICK	100 Municipal Circle	Raymore	MO	64083	Cass	816-331-0530
Jennifer	Wise	2501 West Mechanic	Harrisonville	MO	64701	Cass	816-380-5200
Jenean	Ehlers	1317 S. Hwy 32	El Dorado Springs	MO	64744	Cedar	417-876-5477
Debbie	Hillsman	807 Owen Mill Road	Stockton	MO	65785	Cedar	417-276-6416
Kathy	Naylor	Po Box 214	Keyteville	MO	65261	Chariton	660-288-3675
Judy	Poeschl	Po Box 214	Keyteville	MO	65261	Chariton	660-288-3675
Sarah	Barkley	6006 N 13th Ave	Ozark	MO	65721	Christian	417-820-4718
Rod	Barnhart	201 E 6th Street	Kearney	MO	64060	Clay	816-628-4122
Tiffanie	Bevan	603 Meadowbrook Drive	Kearney	MO	64060	Clay	816-792-7214
Brett	Booth	201 East 6th	Kearney	MO	64060	Clay	816-628-4122
Tammy	Brizendine	650 Conistor	Liberty	MO	64068	Clay	816-736-7026
Connie	Buchanan	301 N Grove Terrace	Kearney	MO	64060	Clay	816-419-2214
Denise	Cowan	3910 Carter Drive	Smithville	MO	64089	Clay	816-932-2175
Cassie	Cramer	301 S Main Street	Excelsior Springs	MO	64024	Clay	816-630-0240
Tayler	Fisher	260 N 33 hwy	Holt	MO	64048	Clay	816-217-1038
Jeffrey	Garton	260 N 33 hwy	Holt	MO	64048	Clay	816-694-2972
Steven	Giacone	201 E 6th Street	Kearney	MO	64060	Clay	816-628-4122
Jennifer	Gronniger	1005 Hackberry Court	Liberty	MO	64068	Clay	(816)691-1899
Bobby	Higgins	201 E. 6th Street	Kearney	MO	64060	Clay	816-628-4122
Julia	Hladky	800 Haines Dr	Liberty	MO	64068	Clay	816-595-4358
Chris	Jennings	201 E 6th	Kearney	MO	64060	Clay	816-628-4122
Sheila	Krems	601 S 169 Highway	Smithville	MO	64089	Clay	816-532-7512
Jennifer	Lewis	301 S Main Street	Excelsior Springs	MO	64024	Clay	816-630-0240
Andy	Martens	201 E 6th ST	Kearney	MO	64060	Clay	816-628-4122
James	Martin	260 State Route 33 Highway	Holt	MO	64048	Clay	816-320-3612
Cameron	McGee	260 N 33 hwy	Holt	MO	64048	Clay	816-918-6816
Michelle	Miller	409 Shadowbrook Drive	Kearney	MO	64060	Clay	816-792-7214
Lisa	Mullikin	260 N 33 hwy	Holt	MO	64048	Clay	816-320-3612
Sheri	Pratt	109 S. Grove St	Kearney	MO	64060	Clay	
LARRY	RADLEY	200 W MISSISSIPPI	LIBERTY	MO	64068	Clay	816-439-4317
Roger	Scholting	201 E 6th St	Kearney	MO	64060	Clay	816-628-4122
Matt	Spohn	1120 Tracy	Excelsior Springs	MO	64024	Clay	816-630-3000
Ashley	Starritt	749 Hillside Ave	Liberty	MO	64068	Clay	816-691-1799
Rachael	Tarrant	301 S Main Street	Excelsior Springs	MO	64024	Clay	816-630-0240

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Paul	Tribble	1120 Tracy	Excelsior Springs	MO	64024	Clay	816-630-3000
Kathleen	Welton	800 Haines Drive	Liberty	MO	64068	Clay	816-595-4235
Paul	White	301 S Main Street	Excelsior Springs	MO	64024	Clay	816-630-0240
Eugene	Williams	201 E 6th Street	Kearney	MO	64060	Clay	816-628-4122
TERRY	DICKINSON	7264 SW ARNOLD	PLATTSBURG	MO	64477	Clinton	816-880-6227
Joe	Alonzo	3053 Mercedes Lane	Jefferson City	MO	65109	Cole	573-634-6401
Robert	Ancell	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Ryan	Back	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Kevin	Bagby	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Bruce	Bishop	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Jerry	Blomberg	305 E Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Bryan	Boeckmann	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6553
Mark	Boeckmann	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Billy	Bolden	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Sr Peggy	Bonnot	1737 Engelwood Dr	Jefferson City	MO	65101	Cole	573-635-2540
Matt	Bowden	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Will	Bradford	1113 Cimarron Dr	Jefferson City	MO	65101	Cole	573-378-0332
Ryan	Carrender	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
David	Clark	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Brandon	Coleman	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
Quentin	Combs	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Edgardo	Cordero	3220 West Edgewood Suite	Jefferson City	MO	65109	Cole	573-638-2606
Kyle	Crossman	305 East Miller St	Jefferson City	MO	65101	Cole	573-353-5953
Terry	Drennan	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6405
Dale	Duемmel	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Shane	Engelhardt	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Sr Bertha	Flores	1737 Engelwood Dr	Jefferson City	MO	65101	Cole	573-636-7263
Kelly	Forck	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Tom	Gann	2415 Allison Drive	Jefferson City	MO	65109	Cole	573-634-6555
Beth	Gerling	305 East Miller St	Jefferson City	MO	65101	Cole	573-694-6972
Carl	Haake	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Clint	Hays	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Greg	Heckemeyer	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Jake	Holee	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Steve	Holtmeier	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6551
Casey	Hughes	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Brad	Imes	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401

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Chad	James	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Concepcion	Jimenez	105 Riverwood Dr	Jafferson City	MO	65109	Cole	573-761-3563
Dianna	Johnson	1511 Missouri Blvd.	Jefferson City	MO	65109	Cole	573-522-1061
Jason	Karr	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
Scott	Kempker	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Bobby	Kuster	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Nicholas	LaBoube	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Lisa	Layton-Brinker	3008 Frog Hollow Rd.	Jefferson City	MO	65109	Cole	314-660-2449
Brian	Leivian	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Ryan	Lock	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Matt	Luebbert	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Chris	McCray	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Phil	McKee	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Greg	Mihalevich	5617 W Brazito Rd	Jefferson City	MO	65109	Cole	573-493-5431
Neil	Mohrman	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
Chris	Muenks	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Doug	Platter	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Dirk	Protzman	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6555
Paul	Reinsch	2920 N. Shamrock Rd.	Jefferson City	MO	65102	Cole	000-000-0000
Robert	Rennick	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
Darren	Reuter	305 East Miller Street	Jefferson City	MO	65101	Cole	573-634-6408
John	Rice	P.O. Box 270	Jefferson City	MO	65102	Cole	573-751-7480
Jim	Robson	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Dave	Ruetz	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Kathleen	Sanfelippo	2910 Route M	Jefferson City	MO	65101	Cole	573-882-7350
Corey	Sapp	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
Matt	Schofield	305 East Miller St	Jefferson City	MO	65101	Cole	573-268-7360
Mike	Schultz	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Nicole	Scott	1617 Missouri Blvd.	Jefferson City	MO	65109	Cole	573-751-2913
Charles	Skornia	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6410
Matt	Smart	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Ron	Smith	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6551
Scott	Spencer	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6553
Joel	Swader	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Jeff	Tadsen	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Anthony	Trapani	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Brad	VanLoo	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6553

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Michael	Vaught	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
Dave	Vogel	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Alan	Wekenborg	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6408
Kevin	Wieberg	1417 Rt E	Jefferson City	MO	65101	Cole	573-619-2802
Kurt	Williams	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6551
Maggie	Wollen-Olson	1102 E McCarty ST	Jefferson City	MO	65101	Cole	573-415-1154
Josh	Young	6707 Sunrise Acres Dr	Jefferson City	MO	65101	Cole	573-634-6408
Tim	Young	305 East Miller St	Jefferson City	MO	65101	Cole	573-634-6401
Laura	Elliott	2500 High Grove Road	Grandview	MO	60430	Cook	816-316-5485
Ben	Burch	401 East Morgan Street	Boonville	MO	65233	Cooper	660-882-2727
Brandon	McGee	401 East Morgan Street	Boonville	MO	65233	Cooper	660-882-2727
Cole	Potter	500 Bingham Rd	Boonville	MO	65233	Cooper	660-888-3862
Larry	Roberts	401 E Morgan St	Boonville	MO	65233	Cooper	660-882-2727
First Name	Last Name	Address Line 1	City	State	Zipcode	County	Work Phone
Karen	Sikes	202 W. Main	Steelville	MO	65565	Crawford	573775-255-5115
Lori	Schnelle	413 w water street	Greenfield	MO	65661	Dade	417-637-2345
Jackie	Nichols	609 A. South Main Street	Gallatin	MO	64640	Daviess	660-663-2414
Kristie	Smith	609 A. South Main Street	Gallatin	MO	64640	Daviess	660-663-2414
Sonya	Hodges	603 NW 12th Ave bldg C	Ava	MO	65608	Douglas	4176834174
Michelle	Shots	603 NW 12th Ave	Ava	MO	65608	Douglas	4176834174
Becky	Crawford	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Linda	Fuller	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Kim	Hughes	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Mary Ann	Stephens	410 Teaco Road	Kennett	MO	63857	Dunklin	573-888-9008
Gregory	Garrett	301 Jefferson Street	Washington	MO	63090	Franklin	636-390-1050
Michael	Grissom	301 Jefferson	Washington	MO	63090	Franklin	636-390-1050
Jennifer	Harriman	679 Cardinal Court	Washington	MO	63090	Franklin	636-239-8500
Donna	Hrenak	2731 Hwy T	Labadie	MO	63055	Franklin	636-742-2515
Roberta	Koch	901 E 5th street	Washington	MO	63090	Franklin	636-239-8500
Jane	Rembusch	7325 Whiskey Creek Road	Washington	MO	63090	Franklin	
Jessica	Steffens	1006 Westridge Dr.	Washington	MO	63090	Franklin	314-265-1276
Emily	Gockel	615 N Locust st.	Stanberry	MO	64489	Gentry	(660)582-0833
Lilli	Parsons	302 N Park	Stanberry	MO	64489	Gentry	660-783-2707
Karrie	Redden	302 North Park	Stanberry	MO	64489	Gentry	660-783-2707
Gabriel	Bell	6424 West Farm Rd. 182	Republic	MO	65738-9514	Greene	417-732-2662
Suzy	Cook	1235 East Cherokee St	Springfield	MO	65802	Greene	417-820-3457
Robert	Crawford	4117 W. Second St.	Battlefield	MO	65619	Greene	417-861-1110

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Kristi	Donovan	1235 E Cherokee	Springfield	MO	65804	Greene	417-820-8019
Amanda	Eddington	3801 S. National Ave.	Springfield	MO	65807	Greene	417-269-6784
Laura	Glynn	1235 E. Cherokee	Springfield	MO	65804	Greene	417-820-2079
Pam	Goodall	4117 W. Second St.	Battlefield	MO	65619	Greene	417-881-9018
Lori	Hickman	3801 s National	Springfield	MO	65807	Greene	417-269-5018
Sheila	High	321 E. Chestnut Expressway	Springfield	MO	65802	Greene	417-864-1810
Pamella	Holt	3985 E. Bridgend Dr.	Springfield	MO	65809	Greene	417-820-3777
Cadee	Howey	1235 East Cherokee	Springfield	MO	65804-2263	Greene	417-820-3457
Roy	Kirby	5347 S. Aspen	Battlefield	MO	65619	Greene	417-881-9018
Barbie	Lee	1111 South Glenstone Ave	Springfield	MO	65804	Greene	417-869-2121
Rozlyn	McTeer	3801 South National	Springfield	MO	65807	Greene	417-269-0921
Jolene	Mitchell	4619 S Chrisman	Springfield	MO	65804	Greene	
Katelyn	Neff	1570 W. Battlefield Suite 110	Springfield	MO	65807	Greene	417-820-6672
Ashley	Norman	3801 S. National Ave	Springfield	MO	65807	Greene	417-269-6784
Jason	Pace	3131 East Kearney Street	Springfield	MO	65803	Greene	(417) 895-6868
Rana	Post	3801 S. National Ave.	Springfield	MO	65807	Greene	417-269-6784
Linda	Strain	1235 E. Cherokee	Springfield	MO	65804	Greene	417-820-6524
Denise	Vaughan	1000 E. Primrose	Springfield	MO	65807	Greene	417-269-4651
Cheryl	Weston	1570 W. Battlefield	Springfield	MO	65807	Greene	417-820-6672
Ashley	Wilson	1235 E. Cherokee	Springfield	MO	65804	Greene	417-820-3457
Jena	Eads	191 Iowa Blvd.	Trenton	MO	64683	Grundy	660-358-5772
Doug	Little	232 E. Hwy. 6	Trenton	MO	64683	Grundy	660-359-2060
Molly	Long	1716 Lincoln Street	Trenton	MO	64683	Grundy	660-359-4196
Eric	Lorenz	1001 E 17th St	Trenton	MO	64683	Grundy	660-359-5552
Lindsay	Ortega	198 Iowa Blvd	Trenton	MO	64683	Grundy	660-339-7025
JANICE	SCHMIDT	1001 E. 17TH ST.	TRENTON	MO	64683	Grundy	660-359-4422
Sheryl	Searcy	1716 Lincoln	Trenton	MO	64683	Grundy	660-359-4196
Jonathan	Summers	1001 E.17th st	Trenton	MO	64683	Grundy	660-359-5552
Delcena	Hamilton	1700 bethany avenue	Bethany	MO	64424	Harrison	660-425-6324
Sarah	Linthacum	1700 Bethany Ave	Bethany	MO	64424	Harrison	660-425-6324
Kari	Corwin	1600 North Second Street	Clinton	MO	64735	Henry	660-890-7360
Lisa	Eason	421 Olive St.	Windsor	MO	65360	Henry	660-687-8008
Gary	French	306 South 2nd Street	Clinton	MO	64735	Henry	660-885-8193
Erik	Griffith	1600 N. 2nd Street	Clinton	MO	64735	Henry	660-890-7180
Michelle	Stockdall	1600 North Second Street	Clinton	MO	64735	Henry	660-890-7360
Kayleen	Thomas	1600 N. 2nd Street	Clinton	MO	64735	Henry	660-890-7180
Trent	Watson	1600 N. 2nd Street	Clinton	MO	64735	Henry	660-890-7180

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Susan	Barger	520 West Sherman	Weaubleau	MO	65774	Hickory	417-745-2138
MEGAN	PITTS	201 Cedar Street	Hermitage	MO	65668	Hickory	417-745-2138
Debbie	Ohlensehlen	108 S. Main	Oregon	MO	64473	Holt	660-446-2909
Nancy	Holtwick	702 Lucky Street	Fayette	MO	65248	Howard	660-728-3686
Cheri	Carda	180 South Kentucky	West Plains	MO	65775	Howell	417-256-7078
Kathy	Doss	180 South Kentucky	West Plains	MO	65775	Howell	
Martin	Elmore	1226 W. Bus. 60/63	Willow Springs	MO	65793	Howell	417-469-3121
Susan	Frazier	314 N. Elm	Mountain View	MO	65548	Howell	417-934-2550
Michelle	Marcak	180 South Kentucky	West Plains	MO	65775	Howell	417-256-7078
Joanna	Patillo	1100 Kentucky Ave	West Plains	MO	65775	Howell	4172569-111-6442
JENNIFER	STERNER	710 EAST MAIN STREET	WEST PLAINS	MO	65775	Howell	417-256-2283
Sandra	Adams	324 SE Williamsburg Circle	Lee's Summit	MO	64063-3621	Jackson	816-347-5287
Kelley	Adams-Driskell	10 NE Tudor Rd	Lees Summit	MO	64086	Jackson	816-969-1710
Jason	Aleman	2701 Burlington	North Kansas City	MO	64116	Jackson	816-221-2767
Justin	Allsbury	8795 NW N Highway	Kansas City	MO	64153	Jackson	(816) 741-2900
Greg	Anderson	8795 NW N Highway	Kansas City	MO	641853	Jackson	816-234-1607
Michelle	Armstrong	10504 N. Euclid Ave	Kansas City	MO	64155	Jackson	816-234-3300
Shellie	Arriaga	600 Broadway	Kansas City	MO	64105	Jackson	816-701-8376
Beau	Bailey	1200 Main Street	Grandview	MO	64030	Jackson	816-316-4900
BEN	BAILEY	1815 HOWELL ST	NKC	MO	64116	Jackson	816-274-6025
Phillis	Bailey	POB 681	Oak Grove	MO	64075	Jackson	816-655-5574
Katherine	Barber	3100 Broadway suite 1100	Kansas	MO	64111	Jackson	816-889-5055
Shellie	Barnett	100 NE Saint Luke's Blvd	Lee's Summit	MO	64086	Jackson	816-347-4680
Andy	Bettis	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Stacey	Billings	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Jeremy	Bledsoe	10020 E. 66th Ter	Raytown	MO	64133	Jackson	
Lisa	Boggess	3201 Southwest Trafficway	Kansas City	MO	64111	Jackson	816-604-4275
Heather	Bouldrey	5621 NE Northgate Crossing	Lees Summit	MO	64064	Jackson	480-650-3312
Karen	Boyce	201 NW RD Mize RD	Blue Springs	MO	64014	Jackson	816-655-5574
LaQuisha	Boykins	2800 Rockcreek Pkwy	Kansas City	MO	64137	Jackson	816-446-1902
Breanne	Bradley	4517 NE 91st Terr	Kansas City	MO	64156	Jackson	816-616-8616
Eric	Bradley	1815 howell	NORTH KANSAS C	MO	64116	Jackson	274-6025
Stephen	Bray	1125 Locust	Kansas City	MO	64106	Jackson	816-482-8706
Kelli	Brickhouse	100 NE Saint Luke's Blvd	Lee's Summit	MO	64086	Jackson	816-347-5987
Sarah	Brooks	10020 E. 66th Terr.	Raytown	MO	64133	Jackson	816-737-6030
Jonna	Burns	600 Broadway, Suite 200	Kansas City	MO	64105-1659	Jackson	816-474-4240
Kelly	Cain	18400 E Salisbury Rd	Independence	MO	64056	Jackson	816-521-5526

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Sara	Cardos Attebury	100 N.E. St. Luke's blvd.	Lees Summit	MO	64086	Jackson	816-347-5287
Gina	Carr	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-960-3031
Raymond	Cattaneo	9405 North Oak Trafficway	Kansas City	MO	64155	Jackson	816-412-2900
Colin	Chang	6569 N Prospect Ave	Gladstone	MO	64119	Jackson	816-454-8310
Freddie	Cheirs	3100 Broadway Suite 1100	Kansas City	MO	64111	Jackson	816-889-8055
Jade	Chun	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Kyndal	Costello	1808 S Dodgion Ave	Independence	MO	64055	Jackson	913-588-5429
Chris	Cox	6569 N Prospect Ave.	Gladstone	MO	64119	Jackson	816-484-4829
Mona	Cozart-Dean	3827 Troost	Kansas City	MO	64109	Jackson	816-216-8592
Misty	Croft	8148 NE 53rd St	Kansas City	MO	64119	Jackson	816-201-5080
David	Curry	2000 NE 46th Street	Kansas city	MO	64119	Jackson	816-413-5200
JOSH	DAVISON	1100 SW SMITH STREET	BLUE SPRINGS	MO	64015	Jackson	816-228-0151
ZACH	DOCMAN	1100 SW SMITH STREET	BLUE SPRINGS	MO	64015	Jackson	816-228-0151
Christine	Douglas	1147 SE Eastridge Dr	Blue Springs	MO	64014	Jackson	913-696-8300
Andrew	Dressler	2990 NW Vivion Road	Riverside	MO	64150	Jackson	(816) 741-1191
Charles	Duddy	6569 North Prospect	Gladstone	MO	64119	Jackson	816-454-4829
Cynthia	Dunkin	2000 NE 46 Street	Kansas City	MO	64116	Jackson	816-413-5200
Pam	Ealy	3100 Broadway suite 1100	Kansas	MO	64111	Jackson	816-889-5055
Sharon	Engelman	313 South Liberty	Independence	MO	64050	Jackson	816-404-6482
Craig	Farley	6569 N Prospect Ave.	Gladstone	MO	64119	Jackson	816-454-8310
ALAN	FENWICK	1100 SW SMITH STREET	BLUE SPRINGS	MO	64015	Jackson	816-228-0164
Bryan	Ferguson	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Lynette	Fowler	600 Broadway	Kansas City	MO	64105	Jackson	816-701-8347
Esther	Francis	1008 Askew Ave	Kansas	MO	64127	Jackson	816-673-9262
Matt	Franck	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Barbra	Frizzell	10 NE Tudor	Lee's Summitt	MO	64086	Jackson	816-969-1710
Marcia	Gerring	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Kevin	Gooch	1125 Locust	Kansas City	MO	64106	Jackson	816-482-8197
Wayne	Gray	2990 NW Vivion Road	Riverside	MO	64150	Jackson	(816) 741-1191
Shawna	Hanmanthiah	3000 Broadway suite 1100	Kansas city	MO	64111	Jackson	816-886-5055
Dustin	Hardy	1815 Howell	North Kansas city	MO	64116	Jackson	816-274-6025
WALT	HARRISON	1100 SW SMITH STREET	BLUE SPRINGS	MO	64015	Jackson	816-228-0151
Karen	Holland	2990 NW Vivion Road	Riverside	MO	64150	Jackson	(816) 741-1191
Debra	Hoops	4401 Wornall Rd	Kansas City	MO	64111	Jackson	816-932-6088
Jennifer	Hope	2400 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Jeni	Isaacson	1200 W 104th St	Kansas City	MO	64114	Jackson	816-508-3047
Lakeshia	Jackson	615 E. 13th St.	Kansas City	MO	64106	Jackson	816-889-2625

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Brandi	James	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Tracey	Jamison	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Dalana	Johnson	2400 Troost Avenue	Kansas City	MO	64108	Jackson	816-513-6324
Margarita	Juarez	3101 Suite 824 2401 Gillh	Kansas City, MO., I	MO	64111	Jackson	816-960-8424
Theresa	Julkowski	1234 NE Depot Drive	Lees Summit	MO	64086	Jackson	816-525-7621
Emily	Keeven	2401 Gillham Road	Kansas City	MO	64108	Jackson	800-466-3729
Kendra	King	30707 e stony point school r	Grain valley	MO	64029	Jackson	816-914-9698
Courtney	Kisor	100 NE Saint Luke's Blvd	Lee's Summit	MO	64086	Jackson	816-347-4711
Sarah	Kriegh	10020 E 66 Terr.	Raytown	MO	64133	Jackson	816-737-6030
Greg	Kriz	3200 south outer rd	Blue springs	MO	64015	Jackson	816-229-4400
Julie	Lang	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-1607
Kara	LaTessa	313 South Liberty	Independence	MO	64050	Jackson	816-404-6444
Simone	Leaphart	18400 E Salisbury Rd	Independence	MO	64050	Jackson	816-461-0893
Kim	LeSage	10020 E 66th Ter.	Raytown	MO	64133	Jackson	816-737-6030
DAVID	LEWEY	1100 SW SMITH STREET	BLUE SPRINGS	MO	64015	Jackson	816-228-0151
Jill	Lewis	615 E. 13th St.	Kansas City	MO	64106	Jackson	816-929-7892
Josh	Liesveld	1815 Howell	North Kansas city	MO	64116	Jackson	816-274-6025
GARY	LOFTIS	1815 HOWELL ST	NKC	MO	64116	Jackson	816-274-6025
Rachel	Lomas	4420 SW Hillside Dr	Lee's Summit	MO	64082	Jackson	913-686-8000
Bill	Lowe	504 S.E. Blue Parkway	Lee's Summit	MO	64063	Jackson	816-622-0800
Patty	Lucas	5420 Oxford Ave.	Raytown	MO	64133	Jackson	816-886-4507
Marc	Marine	805 ne jefferson	Blue springs	MO	64029	Jackson	816-229-2522
Pat	Martin	6400 Prospect,	Kansas City	MO	64132	Jackson	816-283-6242
Rachel	Martin	2401 Gillham Rd	Kansas City	MO	64108-4619	Jackson	816-983-6400
Christin	Mayfield	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Michelle	Mcclure	4401 Wornall	Kansas City	MO	64155	Jackson	816-932-2007
Jenny	McKee	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Marilyn	McMahon	3100 Broadway suite 1100	Kansas	MO	64111	Jackson	816-889-5055
Zach	Mervosh	1815 Howell	North Kansas city	MO	64116	Jackson	816-274-6025
Heidi	Miller-Medlin	9512 Crestview Drive	Kansas City	MO	64137-1120	Jackson	307-256-9622
Angie	Minton	713 E 71st Terrace	Kansas City	MO	64131	Jackson	913-302-2599
Ashley	Mitchell	7001 N. Hardesty Ave	Kansas City	MO	64119	Jackson	816-792-7214
Richard	Morgan	10020 E. 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Kimberly	Mullendore	4016 Washington	Kansas City	MO	64111	Jackson	816-753-7444
Jon	Norman	6569 N Prospect Ave.	Gladstone	MO	64119	Jackson	816-454-4829
Anastasia	Notado	3000 Broadway suite 1100	Kansas City	MO	64111	Jackson	816-889-5055
Karla	Nunez	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000

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Shana	Paul	7000 Troost Avenue	Kansas City	MO	64130	Jackson	816-234-1607
Kelli	Pedersen	3512 S. Rogers Ln	Independence	MO	64055	Jackson	816-521-5526
Lori	Peek	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Justin	Perez	6569 N Prospect Ave	Gladstone	MO	64119	Jackson	816-454-8310
Shannon	Phillips	201 W RD Mize Rd	Blue Springs	MO	64014	Jackson	816-228-5900
Jennifer	Pierce	2401 Gillham Road	Kansas City	MO	64108	Jackson	505-967-9299
Elizabeth	Pierson-Poe	615 E. 13th St.	Kansas City	MO	64106	Jackson	816-889-2709
Catherine	Pogson	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-1607
Danielle	Pollock	PO Box 320599	Kansas City	MO	64132	Jackson	(816) 523-5550
LaKesha	Quinn	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Kyle	Ralston	1815 Howell	North Kansas city	MO	64116	Jackson	816-274-6025
Tyler	Rawley	6569 N Prospect Ave	Gladstone	MO	64119	Jackson	816-454-8310
Jenna	Reed	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Travis	Richards	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Johnna	Rickert	PO BOX 2154	Independence	MO	64055	Jackson	816-889-5055
CADY	ROBINSON	1100 SW SMITH STREET	BLUE SPRINGS	MO	64015	Jackson	816-228-0151
Anna	Rosetti	401 SW Stonewood Ct.	Blue Springs	MO	64014	Jackson	816-655-5574
Sarah	Rotert	600 Broadway, Suite 200	Kansas City	MO	64105	Jackson	816-521-5300
Merari	Rubio	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-960-3080
Christine	Rucker	407 NE 113th St.	Kansas City	MO	64155	Jackson	660-868-1121
Shawn	Rulon	6569 N Prospect Ave.	Gladstone	MO	64119	Jackson	8164544829
Teri	Sandlin	1100 SW Smith St	Blue Springs	MO	64015	Jackson	816-228-0150
Brenda	Sanford	1309 NW Ashley Lane	Grain Valley	MO	64029	Jackson	816-847-6250
Timothy	Schmuke	6569 N Prospect Ave	Gladstone	MO	64119	Jackson	816-454-310
Austin	Schroer	3200 s. outer road	Blue springs	MO	64081	Jackson	816-224-0076
Latasha	Scott	3800 East 51st	Kansas City	MO	64130	Jackson	816-234-1607
Laura	Shadid	8880 Clark Avenue	Parkville	MO	64152	Jackson	816-741-4454
ERIN	SHANAHAN	1100 SW SMITH STREET	BLUE SPRINGS	MO	64015	Jackson	816-228-0164
Aaron	Sharp	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Gina	Shay-Zapfen	2913 SW 13th Street	Lee's Summit	MO	64081	Jackson	913-498-7772
LaTanya	Simmons	2701 Burlington St	North Kansas City	MO	64117	Jackson	816-234-1607
Beverly	Smith	5829 Troost Ave	Kansas City	MO	64110	Jackson	816-842-5223
Christal	Smith	2401 Gillham Rd	Kansas City	MO	64108	Jackson	816-234-3000
Marqus	Smith	2306 NE 59th St	Gladstone	MO	64118	Jackson	816-628-4122
Ryan	Smith	504 SE BLUE PARKWAY	LEE'S SUMMIT	MO	64063	Jackson	816-622-0800
Anthony	Snorgrass	600 NE Colbern Road	Lee's Summit	MO	64086	Jackson	816-347-2265
Stephen	Spire	600 NE Colbern Road	Lee's Summit	MO	64086	Jackson	816-622-6500

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Erica	Steele	7010 N Holmes	Gladstone	MO	64118	Jackson	816-436-3550
Zachary	Stoneking	815 howell	North Kasas City	MO	64116	Jackson	913-708-2014
Collin	Stosberg	504 SE Blue Pkwy	Lee's Summit	MO	64063	Jackson	816-622-0800
Amy	Strown	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Thomas	Thibault	805 NE Jefferson	Blue Springs	MO	64014	Jackson	816-229-2522
John	Thurston	10020 E. 66TH TERR.	Raytown	MO	64133	Jackson	816-737-6030
Megan	Thurston	10020 E 66th Terr	Raytown	MO	64133	Jackson	816-737-6030
Bryan	Tisdale	6569 N Prospect Ave	Gladstone	MO	64119	Jackson	816-454-8310
Maria	Torres	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-960-3060
Jason	Tyler	710 E. 18TH	NORTH KANSAS C	MO	64116	Jackson	274-6025
Claire	Ulowetz	2401 Gillham Road	Kansas City	MO	64108	Jackson	816-234-3000
Carolynn	VanNatta	10020 E 66th Ter	Raytown	MO	64133	Jackson	816-737-6030
Paola	Villado	201 N. Forest Avenue	Independence	MO	64055	Jackson	816-521-5300
Marc	Wachter	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Karyn	Walden-Forrest	6816 NW Dawn Ln	Kansas City	MO	64151	Jackson	
Marquita	Walker	3740 Forest Ave	Kansas City	MO	64109	Jackson	816 561-444-5278
Patricia	Webb	2000 NE 46th Street	Kansas city	MO	64116	Jackson	816-413-5196
Kirsten	Wells	1158 NE 84th Terrace	Kansas city	MO	64155	Jackson	850-748-3242
Charles	Westmoreland	3022 Arlington Court	Independence	MO	64052	Jackson	
Pat	Westmoreland	3022 Arlington Court	Independence	MO	64052	Jackson	816-252-6184
Jason	Whitney	8795 NW N Highway	Kansas City	MO	64153	Jackson	(816) 741-2900
Andrew	Williams	8795 NW N Highway	Kansas City	MO	64153	Jackson	816-741-2900
Robert	Williams	8795 NW N HWY	Kansas City	MO	64152	Jackson	816-741-2900
Caleb	Williamson	3100 Broadway suite 1100	Kansas City	MO	64111	Jackson	816-889-5055
Glenda	Willis	3740 Forest Ave	Kansas City	MO	64109	Jackson	816561-444-5278
Koren	Wright	7010 N. Holmes	Gladstone	MO	64118	Jackson	816-423-4033
Shayne	Wright	8795 NW N Highway	Kansas City	MO	64153	Jackson	(816) 741-2900
Samantha	Young	7216 Oxford Ave	Raytown	MO	64133	Jackson	816-234-3434
Nathan	Zabka	6569 N Prospect Ave	Gladstone	MO	64119	Jackson	816-454-8310
Morris	Zebel	10020 E. 66TH TERR	Raytown	MO	64133	Jackson	816-737-6030
Carrie	Zellmer	615 E. 13th St.	Kansas City	MO	64106	Jackson	816-325-6094
Lacey	Baxter	303 E. 3rd	Joplin	MO	64801	Jasper	417-627-8880
Stephanie	Castlebury	302 N. Main	Carl Junction	MO	64834	Jasper	417-649-7070
Barbara	Claxton	4212 Kentucky	Joplin	MO	64804	Jasper	
Sean	Higgins	115 East 34th St	Joplin	MO	64804	Jasper	417-627-8880
Tara	Johnston	2021 S. Jackson Ave.	Joplin	MO	64804	Jasper	417-396-2199
Kim	Mackney	8 Tanglewood Drive	Carl Junction	MO	64834	Jasper	417-781-1041

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Bob	Potts	1200 North Main	Joplin	MO	64801	Jasper	417-781-0352
Catherine	Ramoly	303 E 3rd St	Joplin	MO	64801	Jasper	417-623-3131
Jared	Richmond	302 N. Main	Carl Junction	MO	64834	Jasper	417-649-7070
Jo	Sitton	2914 E. 32nd Street, Ste. 10	Joplin	MO	64804	Jasper	417-782-9899
Karen	Suthers	21391 Jester Lane	Webb City	MO	64870	Jasper	417-235-4481
Mercedes	Tedder	918 Gregory Dr.	Oronogo	MO	64855	Jasper	915-996-3183
Kevin	Theilen	18019 Apple Road	Joplin	MO	64801	Jasper	417-782-9899
Cory	Waters	303 E. 3rd	Joplin	MO	64801	Jasper	417-627-8880
Michael	Watson	5182 South Grand	Carthage	MO	64836	Jasper	417-359-1500
Brian	Wenberg	303 E. 3rd	Joplin	MO	64801	Jasper	417-627-8880
John	Barton	2842 High Ridge Blvd	High Ridge	MO	63049	Jefferson	636-677-3371
Kevin	Busse	1421 N Jefferson	St louis	MO	630106	Jefferson	314-289-1988
Roger	Coleman	2842 High Ridge BLVD.	High Ridge	MO	63049	Jefferson	636-677-3371
Donna	Cummings	405 Main St.	Hillsboro	MO	63050	Jefferson	636-789-3372
Nathan	Davis	2842 High Ridge BLVD	High Ridge	MO	63049	Jefferson	636-677-3371
Rick	Karg	5158 St. Michaels Lane	House Springs	MO	63051	Jefferson	636-677-3371
Casey	King	7930 State Road Y	Dittmer	MO	63023	Jefferson	636-944-3772
Justin	Klauman	100 Brandy Mill Circle	High Ridge	MO	63049	Jefferson	636-677-3371
Gregory	Shuster	6766 Cedar Hill Rd.	Cedar Hill	MO	63016	Jefferson	636-285-3345
Rhonda	Breitenbecher	723 PCA Road	Warrensburg	MO	64093	Johnson	660-747-2012
Tammie	Crabtree	429 Burkarth Road	Warrensburg	MO	64093	Johnson	660-747-2012
Ronda	Davis	429 Burkarth Rd	Warrensburg	MO	64093	Johnson	660-747-6121
Tricia	Fleming	53 SE 860 RD	Leeton	MO	64761	Johnson	660-747-2012
Elsie	Hertig	331 Sijan Avenue	Whiteman AFB	MO	65305	Johnson	660-687-4589
Nicole	Jaramillo	449 Willow Ct	Warrensburg	MO	64093	Johnson	505-925-7274
Amanda	Richardson	212 SUMMER PLACE	WARRENSBURG	MO	64093	Johnson	660-687-3937
Amy	Sides	703 Wright Ave	WAFB	MO	65305	Johnson	660-654-1555
Katherine	Johnson	RR 1 Box 111	Baring	MO	63531	Knox	314-591-5192
Greg	Probst	RR 1 Box 111	Baring	MO	63531	Knox	314-882-1081
Joseph	Long	2804 S. Morgan Rd. #122	Lebanon	MO	65536	Laclede	417-532-2104
Terry	Saltzman	370 N. Adams	Lebanon	MO	65536	Laclede	417-532-2104
Cathy	Smith	405 Harwood Ave	Lebanon	MO	65536	Laclede	417-532-2134
Chris	Vincent	22943 Primrose	Lebanon	MO	65536	Laclede	417-531-0966
Nancy	Bankston	11527 Highway U	Odessa	MO	64076	Lafayette	816-347-5303
Carolyn	Boland	547 S. Business Hwy 13	Lexington	MO	64067	Lafayette	660-259-4371x 224
Kristin	Buford	547 South 13 Highway	Lexington	MO	64067	Lafayette	660-259-4371
Nancy	Heidrich	802 S. Gordon St.	Concordia	MO	64020	Lafayette	660-463-7934

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Donna	Oetting	547 South 13 Highway	Lexington	MO	64067	Lafayette	660-259-4371
Karin	Reickard	1922 Main	Higginsville	MO	64037	Lafayette	660-584-3832
Tana	Bradshaw	105 W. North St.	Mt. Vernon	MO	65712	Lawrence	417-466-2201
Tom	Taylor	306 W 1st street	Miller	MO	65707	Lawrence	417-452-3516
Ross	Carter	204 W Washington St	LaGrange	MO	63448	Lewis	573-655-4099
Jamie	Kaylor	204 W Washington St.	LaGrange	MO	63448	Lewis	573-655-4611
Dan	Mittelberg	101 State Highway A	Monticello	MO	63457	Lewis	573-767-5312
Michael	Foppe	6102 Hwy K	Troy	MO	63379	Lincoln	636-528-3180
Shonna	Thate	1392 South Third Street	Troy	MO	63379	Lincoln	636-528-8488
Sharon	Dowell	635 S. Main St.	Brookfield	MO	64628	Linn	660-258-7251
Shawna	Shiflett	635 South Main	Brookfield	MO	64628	Linn	660-258-7251
Martha	Scott	100 central	Chillicothe	MO	64601	Livingston	6607074300
Shawn	Skoglund	1305 Mitchell Road	Chillicothe	MO	64601	Livingston	660-646-6494
Brent	Bernhardt	308 Pine Crest Dr.	Macon	MO	63552	Macon	660-385-2132
Stacy	Corbin	503 North Missouri st	Macon	MO	63552	Macon	660-385-4711
Deborah	Walker	503 N Missouri	Macon	MO	63552	Macon	660-385-4711
Rachelle	Wood	503 North Missouri st	Macon	MO	63552	Macon	660-385-4711
Sandy	Caswell	#4 Melgrove Lane	Hannibal	MO	63401	Marion	573-221-2285
Kathleen	Kroeger	4133 Windmere	Hannibal	MO	63401	Marion	573-221-1917
Kara	Sinclair	3105 Palmyra Road	Hannibal	MO	63401	Marion	573-221-1166
Valerie	Van Hoose	3105 Route W	Hannibal	MO	63401	Marion	573-221-1166
Gail	Barnard	PO Box 366	Pineville	MO	64856	McDonald	417-223-4351
Karen	Buckman	500 Olin St.	Pineville	MO	64856	McDonald	417-223-4351
Jennifer	Clarkson	500 Olin St	Pineville	MO	64856	McDonald	417-223-4351
Marisol	Montero	500 Olin St	Pineville	MO	64854	McDonald	417-223-4351
Sarah	Reynolds	500 Olin Street	Pineville	MO	64856	McDonald	417-223-4351
Cherri	Delameter	305 W Main	Princeton	MO	64673	Mercer	6607483630
Gina	Finney	305 W. Main	Princeton	MO	64673	Mercer	660-748-3630
Natalie	Mounce	305 W Main	Princeton	MO	64673	Mercer	6-607-483630
Mark	Amsinger	1767 Bagnell Dam Blvd	Lake Ozark	MO	65049	Miller	573-365-3380
Stacey	Austin	77 highline rd	Lake Ozark	MO	65049	Miller	573-745-0069
Matthew	Birdsley	1767 Bagnell Dam BLVD	Lake Ozark	MO	65049	Miller	573-365-3380
Lucretia	Huff	2152 Hwy 52	Tuscumbia	MO	65082	Miller	573-369-2359
Mark	Maeder	1304 South Aurora Street	Eldon	MO	65026	Miller	573-392-7303
Dave	Matusik	1767 Bagnell Dam Blvd	Lake Ozark	MO	65049	Miller	573-286-6781
Derek	Nelson	2125 Highway 52	Tuscumbia	MO	65082	Miller	573-369-2359
Scott	Patrick	1304 South Aurora St.	Eldon	MO	65026	Miller	573-392-7303

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Shane	Roden	1767 Bagnell Dam Blvd	Lake Ozark	MO	65049	Miller	573-365-3380
Kelly	Sedgwick	1304 South Aurora St	Eldon	MO	65026	Miller	573-392-7303
Trena	Willoughby	P.O. Box 1960	Lake Ozark	MO	65049	Miller	573-365-2304
Sister Guadalupe	Ruiz	403 A South Cooper	California	MO	65018	Moniteau	573-635-2540
Rebecca	Dowell	310 North Market	Paris	MO	65275	Monroe	
Debbie	Gilliam	310 N Market	Paris	MO	65275	Monroe	660-327-4653
MARIA	BICKELL	1213 N. Hwy 19	Wellsville	MO	63384	Montgomery	573-220-8987
Katherine	Hoette	400 Salisbury St	Montgomery City	MO	63361	Montgomery	573-564-2495
Vickie	Roodhouse	400 Salisbury St	Montgomery City	MO	63361	Montgomery	573-564-2495
Ashley	Mabury	99 Skyview Road	Portageville	MO	63873	New Madrid	573-748-7932
Arlene	Truss	99 Skyview Road	Portageville	MO	63873	New Madrid	573-359-0010
Darci	Brown	7262 Coyote Dr.	Seneca	MO	64865	Newton	417-529-5562
Manuel	Garcia	415 W. Grand Ave.	Neosho	MO	64850	Newton	417-451-3743
Daniel	Jobe	1084 Kentucky Road	Neosho	MO	64850	Newton	417-623-2992
Carissa	Everhart	2016 Main Street	Maryville	MO	64468	Nodaway	660-562-7924
Tabitha	Frank	2332 South Main St	Maryville	MO	64468	Nodaway	660-562-2755
Kelli	Hoyt	2016 S. Main St,	Maryville	MO	64468	Nodaway	660-562-2600
Michaela	McNair	204 S. Clayton Ave	Maryville	MO	64468	Nodaway	660-853-8486
Teresa	Nielson	28143 Lake Ridge Dr	Maryville	MO	64468	Nodaway	816-271-6839
Tina	Clark	119 Highway 89 South	Linn	MO	65051	Osage	573-897-0044
Angela	Hagenhoff	1663 Hwy K	Chamois	MO	65024	Osage	573-821-4787
Kiristi	Hicks	119 Highway 89 South	Linn	MO	65051	Osage	573-897-0044
Sarah	Honey	316 E Missouri Ave	Chamois	MO	65024	Osage	573-636-8135
Zachary	James	119 Highway 89 South	Linn	MO	65051	Osage	573-897-0044
Joshua	Krull	119 Highway 89 South	Linn	MO	65051	Osage	573-897-0044
Susan	Long	205 E. Main ST.	Linn	MO	65051	Osage	573-897-2139
Peggy Jane	Mulvania	205 East Main Street	Linn	MO	65051	Osage	573-897-2139
Connie	Thoenen	119 Highway 89 South	Linn	MO	65051	Osage	573-897-0044
Troy	Thurman	106 E. Main St.	Linn	MO	65051	Osage	573-897-3927 x102
Chris	Wolfe	106 E. Main St.	Linn	MO	65051	Osage	573-897-3927x 104
Jennifer	Garrison	304 W 3rd Street	Gainesville	MO	65655	Ozark	417-679-3334
David	Fullhart	PO BOX 1114	Caruthersville	MO	63830	Pemiscot	573-333-5301
Vikki	Pylate	PO Box 1114	Caruthersville	MO	63830	Pemiscot	573-333-5301
Mary	Chappius	434 N. West St.	Perryville	MO	63775	Perry	573-768-3210
Jenni	France	434 N. West St.	Perryville	MO	63775	Perry	573-768-3211
Dawn	Kirn	416 PCR 302	Perryville	MO	63775	Perry	573-768-3211
Kimberly	Martin	434 N. West St.	Perryville	MO	63775	Perry	573-547-2530

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John	Collins	201 West 2nd	Sedalia	MO	65301	Pettis	660-826-8100
Aaron Casey	Devorss	201 W. 2nd Street	Sedalia	MO	65301	Pettis	660-826-8100
Kyle	Gilmore	600 S.Hancock	Sedalia	MO	65301	Pettis	
MATT	IRWIN	600 S HANCOCK	SEDALIA	MO	65301	Pettis	660-826-8044
Deborah	Jones	911 East 16th Street	Sedalia	MO	65301	Pettis	660-827-1130
Amy	Luvlin	1805 West 5th Street	Sedalia	MO	65301	Pettis	573-569-0807
Lisa	Montgomery	911 E. 16th Street	Sedalia	MO	65301	Pettis	660-827-1130
Maria	Olmedo	911 East 16th Street	Sedalia	MO	65301	Pettis	660-827-1130
Tiffany	Persinger	1710 W Main St	Sedalia	MO	65301	Pettis	660-827-1151
Bill	Twenter	600 S.Hancock	Sedalia	MO	65301	Pettis	660-826-8044
JAMES	VOLK	600 S HANCOCK	SEDALIA	MO	65301	Pettis	660-826-8044
Tammy	Walker	29693 Rattlesnake Hill Rd	Smithton	MO	65350	Pettis	660-827-9465
Margaret	Ward	1710 W Main St	Sedalia	MO	65301	Pettis	660-827-1154
Lupe	Warnock	911 East 16th Street	Sedalia	MO	65301	Pettis	660-827-1130
Holly	Wiley	911 East 16th Street	Sedalia	MO	65301	Pettis	660-827--1130
Clay	Allison	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-2886
Dillion	Barnes	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Mike	Beucler	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Adam	Birdsong	1490 E 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Jeff	Breen	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Chase	Butler	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Aaron	Campbell	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Kenny	Chase	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Julie	Chirban	1000 West Tenth Street	Rolla	MO	65401	Phelps	573-458-7396
Christina	Clardy	1000 West Tenth Street	Rolla	MO	65401	Phelps	573-458-7397
Chris	Covey	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Danny	Crain	Troop I HQ, P.O. Box 128	Rolla	MO	65402-0128	Phelps	573-368-2345
Carol	Creighton	16075 St Rt F	Rolla,	MO	65401	Phelps	573-578-8817
Ryan	Day	1490 E 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Joe	Decker	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Meredith	Evans	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Wayne	Feeler	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Jason	Goebel	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Melissa	Griffith	1000th west 10th street	Rolla	MO	65401	Phelps	5734587355
Kent	Griggs	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Joseph	Henry	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Alan	Hill	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989

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Steve	Huffman	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Danielle	Hull	1000 West Tenth Street	Rolla	MO	65401	Phelps	458-7397
Travis	Kissir	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Tracy	Limmer	1000 W/ 10TH ST	ROLLA	MO	65401	Phelps	573-458-7727
Ryan	MacKay	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
John	Marti	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Chad	Mathis	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
SHERRY	MCKISSON	1000 10TH ST	ROLLA	MO	65401	Phelps	573-458-7397
Charles	Michaels	1490 East 10th	Rolla	MO	65401	Phelps	573-364-3898
Jacqueline	Mrozowicz	1000 West Tenth Street	Rolla	MO	65401	Phelps	573-458-7397
Jennifer	Parrett	203 S. Louise	St. James	MO	65559	Phelps	573-265-6565
Scott	Proffitt	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Chris	Recker	1490 East 10th Street	Rolla	MO	65401	Phelps	
Heather	Reeves	1000 West Tenth Street	Rolla	MO	65401	Phelps	573-458-7396
Starlyn	Reynolds	1000 west 10th st.	Rolla	MO	65401	Phelps	573-458-7694
Ryan	Scholl	1490 E 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Geoff	Stevenson	1490 East 10th	Rolla	MO	65401	Phelps	573-364-3989
Amy	Vandergriffe	1000 West Tenth Street	Rolla	MO	65401	Phelps	574-458-7397
George	Weiss	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Brandon	Williams	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Brad	Woods	1490 East 10th Street	Rolla	MO	65401	Phelps	573-364-3989
Michelle	Danback	30913 Pike 223	Eolia	MO	63344	Pike	636-528-8488
Jennifer	Eisenhower	1 Health Care Place	Bowling green	MO	63334	Pike	573-324-6373
Kim	Gamm	5 east church	Bowling Green	MO	63334	Pike	573-324-6373
Justin	Selle	1 Health Care Pl.	Bowling Green	MO	63334	Pike	573-324-2111
Michael	Bigus	201 Main St.	Platte City	MO	64079	Platte	816-456-8243
Christopher	Columbus	1000 Platt Falls Rd	Platte City	MO	64079	Platte	816-858-4450
Stefany	Oyler	212 Marshall Road	Platte City	MO	64079	Platte	816-858-2412
Katherine	Robinson (PCSD)	415 3rd Street	Platte City	MO	64079	Platte	816-876-7982
Tricia	Rothweiler	212 Marshall Road	Platte City	MO	64079	Platte	816-858-2412
Marney	Scott	212 Marshall Road	Platte City	MO	64079	Platte	816-858-2412
Joannah	Albright	1500 N. Oakland	Bolivar	MO	65613	Polk	417-328-6302
Susan	Anderson	1317 W. Broadway	Bolivar	MO	65613	Polk	417-326-7250
Wanita	Lister	1317 W. Broadway	Bolivar	MO	65613	Polk	417-326-7250
Melisha	Pearson	1317 W. Broadway	Bolivar	MO	65613	Polk	417-326-7250
Jaime	Sprague	1500 N. Oakland	Bolivar	MO	65613	Polk	417-328-6663
Sandra	Zanaboni	PO Box 124	Bolivar	MO	65613	Polk	417-326-7250

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Deborah	Baker	101 12th Street	Crocker	MO	65452	Pulaski	573-736-2217
Lynn	Bays	194 Eastlawn Ave	St. Robert	MO	65584	Pulaski	573-336-2959
Kristin	Blevins	17145 Lemming Lane	Saint Robert	MO	65584	Pulaski	573-433-5384
Cody	Breen	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Brad	Brookshire	1501 Ousley	Waynesville	MO	65583	Pulaski	573-774-5449
Jane	Bruns	486 Replacement Ave	Ft Leonard Wood	MO	65473	Pulaski	573-596-0212
Josh	Cage	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Jason	Church	1501 Ousley Rd.	Waynesville	MO	65583	Pulaski	573-774-5449
Scott	Crider	194 Eastlawn Ave	St. Robert	MO	65584	Pulaski	573-336-2959
Josh	Cunio	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Billy	Ellis	1501 Ousley	Waynesville	MO	65583	Pulaski	573-774-5449
Nathan	Fagre	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Joseph	Gerber	194 Eastlawn Ave	Saint Robert	MO	65584	Pulaski	573-336-2959
Dustin	Goodwin	194 Eastlawn Ave suite a	St. Robert	MO	65584	Pulaski	573-336-2959
Mike	Graves	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Calandra	Green-Mason	194 Eastlawn Ave	St Robert	MO	65584	Pulaski	573-451-2000
Ken	Hawkins	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Tracy	Henry	1501 Ousley	Waynesville	MO	65583	Pulaski	573-774-5449
Phyllis	Jones	101 12th Street	Crocker	MO	65452	Pulaski	573-596-0518
Dan	Kallman	1501 Ousley Rd.	Waynesville	MO	65583	Pulaski	573-774-5449
Stephen	Lyon	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Patty	McClendon	101 12th Street	Crocker	MO	65452	Pulaski	573-736-2217
Connie	Miles	101 12th Street	Crocker	MO	65452	Pulaski	573-736-2217
Jeromy	Moore	1501 Ousley	Waynesville	MO	65583	Pulaski	573-774-5449
Matt	Sanford	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Dennis	Smith	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Ryan	Smith	194 Eastlawn Ave	Saint Robert	MO	65584	Pulaski	573-336-2959
Torsten	Spahn	194 Eastlawn Ave	Saint Robert	MO	65584	Pulaski	573-336-2959
Joe	Wilkes	1501 Ousley Rd	Waynesville	MO	65583	Pulaski	573-774-5449
Reymond	Wright	194 Eastlawn Ave	St. Robert	MO	65584	Pulaski	573-336-2959
Kari	Guffey	103 N. 18th St.	Unionville	MO	63565	Putnam	660-947-2429
Jeanie	Johnson	103 North 18 th Street	Unionville	MO	63565	Putnam	660-947-2429
Donna	Franklin	405 W 1st St	New London	MO	63459	Ralls	573-985-7121
Deanna	Crowley	423 E. Logan	Moberly	MO	65270	Randolph	660-263-6643
Angela	Briegel	30850 Nottingham Ln	Lawson	MO	64062	Ray	816-792-7217
Ryan	Busby	6302 SE HWY 69	Lawson	MO	64062	Ray	816-580-3903
Jessica	Essig	37646 W 210 Hwy	Richmond	MO	64085	Ray	816-470-3030

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Donna	Brooks	62143 hwy 21	Ellington	MO	63638	Reynolds	573-604-1336
Carla	Jensen	62143 Highway 21	Ellington	MO	63638	Reynolds	573-663-3257
Maryann	Lavender	62143 Highway 21	Ellington	MO	63638	Reynolds	573-663-3257
Ashley	Mcclanahan	62143 Hwy 21	Ellington	MO	63638	Reynolds	573-663-3257
Connie	Pendley	62143 Highway 21	Ellington	MO	63638	Reynolds	573-663-3257
Beth	Kraner	7017 Bentley Park Drive	O Fallon	MO	63368	Saint Charles	314-251-4688
Jamie	Wunderlich	7373 The Cedars Drive	OFallon	MO	63368	Saint Charles	314-996-5571
Clarence	Bratcher	903 South Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Jackie	Brooks	903 S. Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Sherry	Burger	102 grove estates ct.	Sikeston	MO	63801	Scott	573-471-4044
Kelley	Clark	903 s kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Stacey	Dame	102 Grove Estates Ct.	Sikeston	MO	63801	Scott	573-471-4044
Carolyn	Davis	903 S. Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Wendy	Drake	903 S. Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Tracy	Morrow	903 South Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Emily	Nyaga	903 s kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Evelyn	Pulliam	903 S Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Roketia	Sanders	842 Auburn Dr	Sikeston	MO	63801	Scott	573-471-4868
Ciara	Smith	903 s kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Krista	Smith	903 S. Kingshighway, Suite /	Sikeston	MO	63801	Scott	573-471-9400
Elizabeth	Suiter	903 S Kingshighway	Sikeston	MO	63801	Scott	573-471-9400
Amanda	Barrick	309 E. Main	Shelbyville	MO	63469	Shelby	217-223-8400
Tricia	Wiseman	700 East Main Street	Shelbyville	MO	63469	Shelby	573-633-2353
Kevin	Bathke	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869
Chris	Boggs	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869
Nick	Box	209 W Pearce BLVD	Wentzville	MO	63385	St. Charles	636-327-6239
Chris	Browder	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-327-6239
Michele	Coombs	3815 Chardonnay Ct.	St. Charles	MO	63304	St. Charles	314-503-4792
Dennis	Feeherty	8 Oxford Pl.	St. Charles	MO	63301	St. Charles	000-000-0000
Jim	Fowler	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869
Kyle	Gaines	4169 Old Mill Parkway	St. Peters	MO	63376	St. Charles	636-441-1354
Eric	Hakenewerth	209 West Pearce Blvd.	Wentzville	MO	63385	St. Charles	636-327-6239
Cynthia	Halbrook	192 Rue Grand	Lake St. Louis	MO	63367	St. Charles	314-251-4688
Steve	Hayes	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869
Fred	Hohenshell	209 W. Pearce Blvd.	Wentzville	MO	63385	St. Charles	636-327-6239
Johanna	Iwaszkowiec	3104 Waterwheel Place	Saint Charles	MO	63301	St. Charles	773-354-1853
Pat	Kelly	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869

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Shaun	Kersting	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-327-6239
Christine	Kostecki	100 Medical Plaza	Lake St. Louis	MO	63376	St. Charles	636-625-5335
Dave	Krieger	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869
Michael	Lumia	209 W Pearce Blvd.	Wentzville	MO	63385	St. Charles	636-327-6239
Bob	Luzynski	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-327-6239
Ken	Marquart	209 W Pearce Blvd	Wentzville	MO	63385	St. Charles	636-327-6239
Jeffrey	Mesle	3300 Bryn Mawr	St. Charles	MO	63301	St. Charles	636-949-3384
Cindy	Miller	#7 Smokey Ridge Ct	St. Charles	MO	63304	St. Charles	832-969-7193
Bryan	Notheis	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869
Al	Nothum	891 Technology Dr	St. Louis	MO	63304	St. Charles	636-300-2800
Susie	Ochs	200 Civic Center Drive	Lake Saint Louis	MO	63367	St. Charles	636-625-8018
Ronald	Ormsby	119 E. Elm St.	O'Fallon	MO	63366	St. Charles	636-272-3493
Jeff	Preis	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-9869
Angel	Rubio	209 West Pearce Blvd	Wentzville	MO	63385	St. Charles	636-561-9804
Chris	Sinnokrak	100 N. Main Street	O'Fallon	MO	63366	St. Charles	636-240-3200
Michael	Szarwinski	209 W. Pearce Blvd	Wentzville	MO	63385	St. Charles	636-332-5587
Michael	Terranova	2533 Lake Saint Louis Blvd	Lake Saint Louis	MO	63367	St. Charles	636-561-9200
Tim	Urban	209 west pearce blvd	Wentzville	MO	63385	St. Charles	636-327-6239
Thomas	Vogelgesang	119 East Elm Street	O'Fallon	MO	63366	St. Charles	636-272-3493
Juston	Wheetley	891 Technology Drive	Weldon Spring	MO	63304	St. Charles	314-348-4428
Carol	Wickenhauser	5 Allie Marie Ct.	St. Peters	MO	63376	St. Charles	314-432-3600
Shelby	Wilcox	209 West Pearce Blvd.	Wentzville	MO	63385	St. Charles	636-327-6239
David	Williams	1025 Monroe	St. Charles	MO	63301	St. Charles	(314)835-6257
Melissa	Cone	530 Arduser Drive	Osceola	MO	64776	St. Clair	417-646-8157
Betty	Rosbrugh	530 Arduser Dr	Osceola	MO	64776	St. Clair	417-646-8157
Terry	Isgrig	820 Electric St	Farmington	MO	63640	St. Francois	573-756-6764
Mark	Mattina	222 East Columbia	Farmington	MO	63640	St. Francois	573-756-2324
Chris	Spradling	104 West Harrison Street	Farmington	MO	63640	St. Francois	573-756-2324
Chris	Turner	222 E Columbia St	Farmington	MO	63640	St. Francois	573-756-2324
Jane	Adler	247 Cheval Square	Chesterfield	MO	63005	St. Louis	314-286-0464
Sheila	Allen-Frost	P.O. Box 97	Eureka	MO	63025	St. Louis	636-938-5505
Cheryl	Anthonis	11300 St. Charles Rock Roa	Bridgeton	MO	63044	St. Louis	314-739-6811
MICHELLE	AVANZADO	79 Meadowbrook Country Cl	Ballwin	MO	63011	St. Louis	314-996-7525
Peggy	Bailot	1170 Quails Nest Rd.	Ellisville	MO	63021	St. Louis	314-454-8926
Chris	Ball	11365 Dorsett Rd	Maryland Heights	MO	63043	St. Louis	314-280-3707
Sarah	Banks	1200 Town and Country Cro	Chesterfield	MO	63017	St. Louis	314-941-2647
Todd	Barger	17065 Manchester Road	Grover	MO	63040	St. Louis	6364-548-2100

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Tom	Bauer	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
James	Bell	17065 Manchester Road	Grover	MO	63040	St. Louis	636-458-2100
Melody	Bennett	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-6400
David	Blankenship	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-6400
Todd	Bujnak	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Laura	Campbell	4059 Domenico Ct	Bridgeton	MO	63044	St. Louis	314-453-1781
Joel	Cooper	845 Gregory Lane	Fenton	MO	63026	St. Louis	636-343-4188
Greg	Dahm	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Phillip	Davis	14301 South Outer 40 Rd.	Chesterfield	MO	63017	St. Louis	314-275-1507
Nick	Demere	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
Angie	Dillick	11365 Dorsett Road	Maryland heights	MO	63043	St. Louis	314-872-6480
Kurt	Ellermann	55 crescent	Valley Park	MO	63088	St. Louis	636-225-4260
Keri	Essien	1590 Woodlake Dr.	Chesterfield	MO	63017	St. Louis	314-453-1788
Bill	Evans	17065 Manchester Road	Wildwood	MO	63040	St. Louis	
Robb	Farr	17065 Manchester Road	Grover	MO	63040	St. Louis	636-458-2100
Melissa	Ganim	1299 North Highway Drive	St. Louis	MO	63026	St. Louis	314-606-4758
Randy	Getz	6800 Howdershell Rd.	Hazelwood	MO	63042	St. Louis	314-731-3424
Samuel	Henderson	55 Crescent Ave	Valley Park	MO	63088	St. Louis	636-225-4288
Pamela	Henson	155 B Beard Drive	Eureka	MO	63025	St. Louis	314-747-3547
Jerry	Hughey	845 Gregory Lane	Fenton	MO	63026	St. Louis	636-343-4188
Amy	Johnson	11300 St. Charles Rock Road	Bridgeton	MO	63044	St. Louis	314-739-6811
Brian	Jones	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Shawn	Karl	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-775-9391
Theresa	Killingsworth	17300 North outer forty	Chesterfield	MO	63005	St. Louis	314-895-8889
Tammy	Kohler	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-6511
Mark	Kraatz	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
David	Kupfer	17065 Manchester Road	Grover	MO	63040	St. Louis	636-458-2100
Jason	Lampe	845 Gregory Lane	Fenton	MO	63026	St. Louis	636-343-4188
Jonathan	Loesch	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-6400
Chris	Marshall	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
Chris	Mccarthy	845 Gregory Lane	Fenton	MO	63026	St. Louis	636-343-4188
Wayne	Moore	37 Weis Avenue	Ellisville	MO	63011	St. Louis	636-227-7777
Thomas	Morrow	12641 Missouri Bottom	Hazelwood	MO	63042	St. Louis	314-291-6671
Colleen	Moses-Feulner	825 Borgia Lane	Florissant	MO	63031	St. Louis	314-623-9179
Amber	Mueller	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-5448
Jill	Mueller	284 Beacon Point Lane	St. Louis	MO	63040	St. Louis	314-604-6244
Shirlyn	Myles	1590 Woodlake Drive	Chesterfield	MO	63017	St. Louis	314-453-1811

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Debbie	Neisch	12735 Glenette Drive	Maryland Heights	MO	63043	St. Louis	577-5635
Steven	Newcomb	17065 Manchester Road	Wildwood	MO	63040	St. Louis	
Tiffani	Nixon	1200 Town and Country Cross	Chesterfield	MO	63017	St. Louis	636-220-7720
Tiffany	Nunn	5415 Parker Road	Florissant	MO	63033	St. Louis	314-570-8334
Kenny	Orr	17065 Manchester Road	Grover	MO	63040	St. Louis	636-458-2100
Paul	Peebles	12641 Missouri Bottom Road	Hazelwood	MO	63042	St. Louis	314-291-6180
Bianca	Perry	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-6400
Kristen	Peters	1590 Woodlake Dr.	Chesterfield	MO	63017	St. Louis	314-453-1724
Gillian	Rainey	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Phillip	Ruffus	1590 Woodlake Drive	Chesterfield	MO	63017	St. Louis	314-340-4261
David	Schmiderer	2600 Schuetz Road	Maryland Heights	MO	63043	St. Louis	314-744-2997
Matt	Seeger	17065 Manchester Road	Wildwood	MO	63040	St. Louis	
Cara	Shanholtzer	11365 Dorsett Rd.	Maryland Heights	mo	63043	St. Louis	314-872-5452
Brad	Shelton	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
Greg	Shelton	421 Nantucket Pointe Dr	Wildwood	MO	63040	St. Louis	
Theresa	Stroh	1015 Bowles Ave.	St. Louis	MO	63026	St. Louis	636-496-2300
Dawn	Suermann	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-6487
Michael	Thiemann	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100x118
Shawn	Thiemann	10405 St. Charles Rock Road	St. Ann	MO	63074	St. Louis	314-427-8000
Cheryl	Timmerman	11365 Dorsett Road	Maryland Heights	MO	63043	St. Louis	314-872-6473
Richard	Titter	1899 Smizer Mill Ct.	Fenton	MO	63026	St. Louis	636-225-8999
Tom	Vatterot	17065 Manchester Road	Wildwood	MO	63040	St. Louis	636-458-2100
John	VonGruben	17065 Manchester Road	Wildwood	MO	63040	St. Louis	
P.O. Angela	Walsh	#37 Weis Ave.	Ellisville	MO	63011	St. Louis	636-227-7777
Keith	White	17065 Manchester Road	Grover	MO	63040	St. Louis	636-458-2100
Robert	Wilhelm	13725 Olive Blvd	Chesterfield	MO	63017	St. Louis	314-514-0900
Jeff	Wingate	17065 Manchester Road	Wildwood	MO	63040	St. Louis	
David	Wynne	845 Gregory lane	Fenton	MO	63026	St. Louis	636-343-4188
Cecelia	Zahoran	1015 Bowles Ave.	St. Louis	MO	63026	St. Louis	636-496-2300
Sukul	Baul	7305 Pershing Ave.	University City	MO	63130	St. Louis City	847-852-6899
Adam	Baumgartner	11020 Mueller Rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Nick	Becherer	1421 N Jefferson	St. Louis	MO	63106	St. Louis City	314-289-1905
Martin	Becker	11020 Mueller Rd.	St. Louis	MO	63123	St. Louis City	314-894-0420
Daniel	Berni	11804 Big Bend	Kirkwood	MO	63122	St. Louis City	314-822-5883
Kent	Berry	1011 Municipal Center Dr.	Town & Country	MO	63131	St. Louis City	314-432-4696
Steve	Brockman	6801 Delmar Blvd.	University City	MO	63130	St. Louis City	314-505-8769
Mark	Bryant	9282 Gravois Road	Affton	MO	63123	St. Louis City	314-631-1803

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Dan	Cantrell	6140 N. Hanley Road	Berkeley	MO	63134	St. Louis City	314-264-2041
Julie	Cappelletti	One Children's Place	St. Louis	MO	63110	St. Louis City	314-454-2648
Janet	Carter	6801 Delmar Blvd.	University City	MO	63130	St. Louis City	314-505-8591
Jennifer	Cassity	7309 Leona	St. Louis	MO	63116	St. Louis City	314-454-6037
Louis	Chiodini	9282 gravois	Affton	MO	63123	St. Louis City	314-631-1803
Patrick	Chisholm	11020 Mueller Rd	St. Louis	MO	63129	St. Louis City	3148-947-0423
Elijah	Clark	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-400-3601
Elizabeth	Dannan	1421 N. Jefferson	St. Louis	MO	63106	St. Louis City	314-645-9160
Joe	Danner	11020 Mueller rd	St. Louis	MO	63123	St. Louis City	314-894-0423
Beckie	Dart-Frohock	One Children's Place	Saint Louis	MO	63110	St. Louis City	314-454-4002
Allan	DiRie	8847 St. Charles Rock Rd.	St. John	MO	63114	St. Louis City	314-592-3811
Diane	DuBois	8125 Roxburgh	St. Louis	MO	63105	St. Louis City	314-286-0464
John	Duffy	9411 Marlowe	Overland	MO	63114	St. Louis City	314-592-3811
Dawn	Easterlin	2001 South Lindbergh Blvd	St. Louis	MO	63131	St. Louis City	314-432-3600
Blair	Easton	9282 Gravois rd	Affton	MO	63123	St. Louis City	314-631-1803
Craig	Eisenbeis	272 Hanley Industrial Court	Brentwood	MO	63144	St. Louis City	314-644-7100
Julie	Eldridge	2675 Baltusrol Drive	St. Louis	MO	63129	St. Louis City	314-251-7342
Kyle	Ellison	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-524-3566
Jennifer	Erickson	7740 Woodstock Road	St. Louis	MO	63135	St. Louis City	573-836-2877
Nicole	Farris	10555 Clayton Rd.	Frontenac	MO	63131	St. Louis City	314-994-9300
Ramona	Fox	11020 Mueller Rd.	St. Louis	MO	63123	St. Louis City	314-894-0420
Jordan	Foy	One Children's Place	Saint Louis	MO	63110	St. Louis City	314-518-2781
Brian	Francheschi	1421 N. Jefferson	St. Louis	MO	63106	St. Louis City	314-289-1905
Rosalyn	Fulton	7200 Manchester	Maplewood	MO	63143	St. Louis City	314-460-3648
Theresa	Gelven	1465 South Grand Blvd	St. Louis	MO	63104	St. Louis City	314-577-5631
Robin	Goede	11020 Mueller Rd.	St. Louis	MO	63123	St. Louis City	314-894-0423
Andrew	Graddy	6140 N. Hanley Rd.	Berkeley	MO	63134	St. Louis City	314-524-3566
John	Grass	11020 Mueller Rd.	St. Louis	MO	63123	St. Louis City	314-894-0420
Joshua	Gumpenberger	4101 Healy Ct.	St. Louis	MO	63123	St. Louis City	314-289-1905
Sarah	Haffner	1736 Beulah Pl.	St. Louis	MO	63117	St. Louis City	314-251-4688
Sue	Hagan	9121 Cherry Brook Lane	Saint Louis	MO	63126	St. Louis City	314-454-6037
Carl	Haiser	11020 Mueller rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Aaron	Hammond	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-524-3566
Pam	Harden	2828 Caroline Street	St. Louis	MO	63104	St. Louis City	31-477-3117
Aaron	Hasheider	10 North Bemiston Avenue	Clayton	MO	63105	St. Louis City	314-290-8485
Kyle	Himebaugh	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-524-3566
Patrick	Howe	7601 Manchester	Maplewood	MO	63143	St. Louis City	314-646-3666

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Kelly	Hughes	8401 Airport Road.	Berkeley	MO	63134	St. Louis City	314-524-3566
Tim	Hunn	11020 Mueller Rd.	Saint Louis	MO	63123	St. Louis City	314-894-0420
Abbey	Iffrig	4444 Forest Park Ave.	St. Louis	MO	63108	St. Louis City	314-286-0957
Jesse	Jackson	1421 N. Jefferson	St. Louis	MO	63106	St. Louis City	23-189-1905
James	Jameson	11020 Mueller Rd.	St. Louis	MO	63123	St. Louis City	314-894-0423
Darrell	Jefferson	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-524-3566
Jermyn	Johnson	1590 Woodlake Dr	St. Louis	MO	63136	St. Louis City	314-453-1747
Peter	Kaelble	7728 Drexel	University City	MO	63130	St. Louis City	314-872-6400
Kristine	Kempf	11020 Meuller rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Kelly	Klasek	600 S. Taylor Ave. Suite 202	St. Louis	MO	63110	St. Louis City	
Shannon	Klossner	11020 Mueller Rd	St. Louis	MO	63129	St. Louis City	314-894-0423
Darren	Knight	11020 Mueller Rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Jill	Krussel	1342 Marbendale Ct.	Kirkwood	MO	63122	St. Louis City	314-229-9038
Donald	Lang	1421 N. Jefferson	St. Louis	MO	63106	St. Louis City	314-289-1905
Jared	Larrew	6801 Delmar blvd	University City	MO	63130	St. Louis City	314-387-0555
Jake	Lickteig	11020 Meuller rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Jason	Lipscomb	10 North Bemiston Avenue	Clayton	MO	63105	St. Louis City	314-290-8485
Clay	Lively	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-524-3566
Matt	Mankus	6140 N. Hanley Rd.	Berkeley	MO	63134	St. Louis City	314-524-3566
Scott	Manning	9282 Gravois Rd	St. Louis	MO	63123	St. Louis City	314-631-1803
Matthew	Mathes	11804 Big Bend Road	Kirkwood	MO	63122	St. Louis City	314-630-1306
Chris	McCracken	7601 Manchester Rd.	Maplewood	MO	63143	St. Louis City	314-646-3666
Patricia	McGee	566 Lodge Dr.	St. Louis	MO	63126	St. Louis City	314-251-5707
Jeff	McGhee	8401 Airport Rd.	Berkeley	MO	63134	St. Louis City	314-524-3566
Benjamin	McMahon	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-524-3566
Tina	Mecey	11020 Mueller Rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Erin	Meyers	One Children's Place	St. Louis	MO	63110	St. Louis City	314-454-4297
Stephen	Meyers	9282 Gravios Rd	Affton	MO	63123	St. Louis City	314-631-1803
Linda	Montgomery	2001 S. Lindbergh Blvd	St. Louis	MO	63131	St. Louis City	314-432-3600
Mary	Muraski	9916 Kennerly Rd	St. Louis	MO	63128	St. Louis City	314-849-6400
Joshua	Myers	800 N. Lindbergh	Creve Coeur	MO	63167	St. Louis City	314-694-2341
Mike	Norris	11020 Meuller rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Alisha	Nsoah	1202 south boyle	St louis	MO	63110	St. Louis City	314-534-1180
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Sheet1

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Matt	Runge	11020 Mueller rd	St. Louis	MO	63123	St. Louis City	314-894-0420
Reginald	Sankey	8401 Airport Road	Berkeley	MO	63134	St. Louis City	314-524-3566
Jamie	Saunders	8454 Glen Echo Drive	Bel-Nor	MO	63121	St. Louis City	314-383-6539
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Patrick	Schumm	11020 Mueller Rd	St. Louis	MO	631232	St. Louis City	314-894-0423
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Stacy	Sedlack	5411 Bancroft Ave.	Saint Louis	MO	63109	St. Louis City	314-454-4152
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Sheet1

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Dawn	Sevier	#3 Basler Dr.	Ste. genevieve	MO	63670	Ste. Genevieve	573-883-7000
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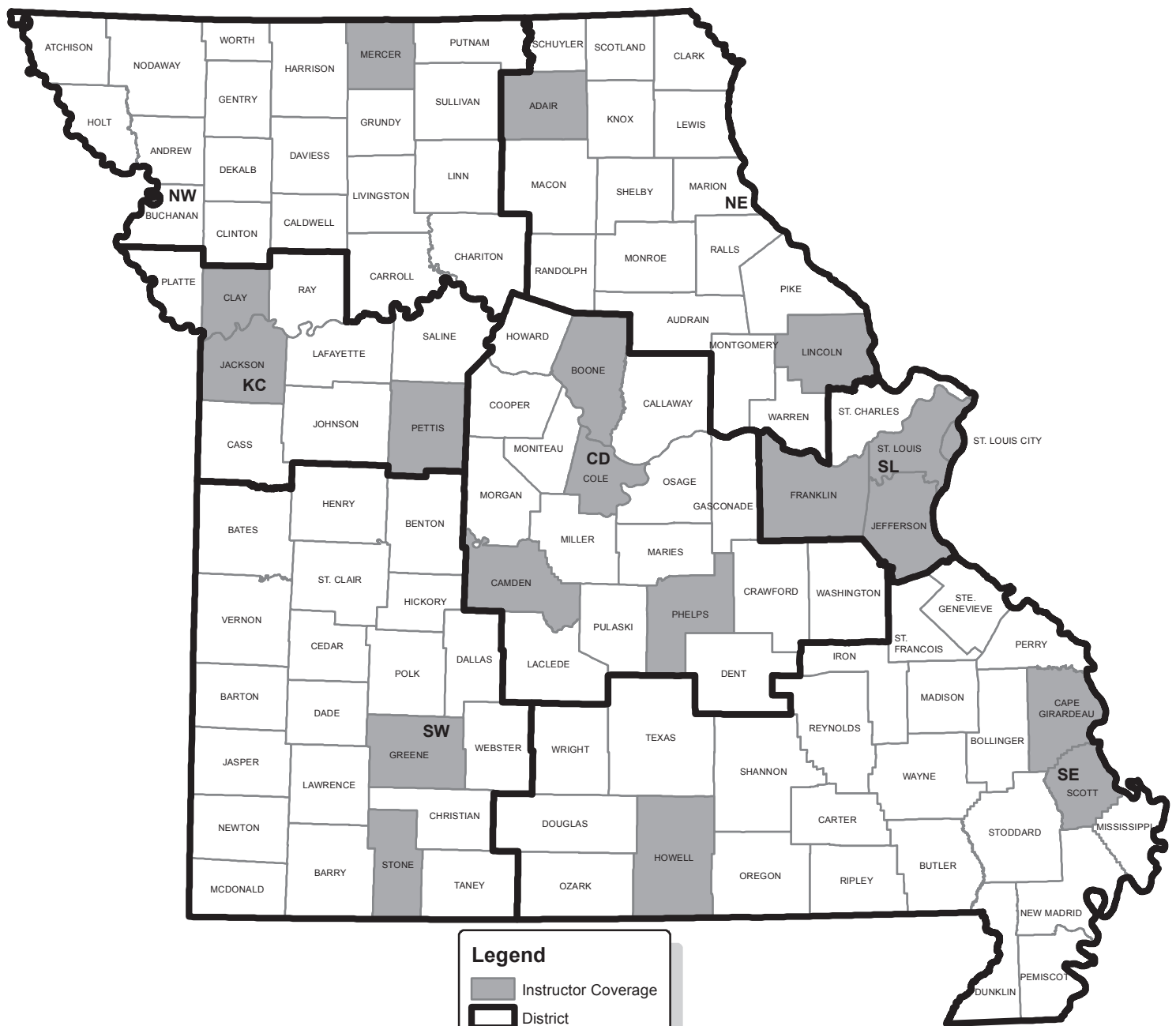
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Sheet1

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CPS Instructors February 2014



County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.	County	No.	Dist.
ADAIR	1	NE	CHARITON	21	NW	HARRISON	41	NW	MACON	61	NE	PHELPS	81	CD
ANDREW	2	NW	CHRISTIAN	22	SW	HENRY	42	SW	MADISON	62	SE	PIKE	82	NE
ATCHISON	3	NW	CLARK	23	NE	HICKORY	43	SW	MARIES	63	CD	PLATTE	83	KC
AUDRAIN	4	NE	CLAY	24	KC	HOLT	44	NW	MARION	64	NE	POLK	84	SW
BARRY	5	SW	CLINTON	25	NW	HOWARD	45	CD	MERCER	65	NW	PULASKI	85	CD
BARTON	6	SW	COLE	26	CD	HOWELL	46	SE	MILLER	66	CD	PUTNAM	86	NW
BATES	7	SW	COOPER	27	CD	IRON	47	SE	MISSISSIPPI	67	SE	RALLS	87	NE
BENTON	8	SW	CRAWFORD	28	CD	JACKSON	48	KC	MONITEAU	68	CD	RANDOLPH	88	NE
BOLLINGER	9	SE	DADE	29	SW	JASPER	49	SW	MONROE	69	NE	RAY	89	KC
BOONE	10	CD	DALLAS	30	SW	JEFFERSON	50	SL	MONTGOMERY	70	NE	REYNOLDS	90	SE
BUCHANAN	11	NW	DAVISS	31	NW	JOHNSON	51	KC	MORGAN	71	CD	RIPLEY	91	SE
BUTLER	12	SE	DEKALB	32	NW	KNOX	52	NE	NEW MADRID	72	SE	ST. CHARLES	92	SL
CALDWELL	13	NW	DENT	33	CD	LACLEDE	53	CD	NEWTON	73	SW	ST. CLAIR	93	SW
CALLAWAY	14	CD	DOUGLAS	34	SE	LAFAYETTE	54	KC	NODAWAY	74	NW	ST. FRANCOIS	94	SE
CAMDEN	15	CD	DUNKLIN	35	SE	LAWRENCE	55	SW	OREGON	75	SE	STE. GENEVIEVE	95	SE
CAPE GIRARDEAU	16	SE	FRANKLIN	36	SL	LEWIS	56	NE	OSAGE	76	CD	ST. LOUIS	96	SL
CARROLL	17	NW	GASCONADE	37	CD	LINCOLN	57	NE	OZARK	77	SE	SALINE	97	KC
CARTER	18	SE	GENTRY	38	NW	LINN	58	NW	PEMISCOT	78	SE	SCHUYLER	98	NE
CASS	19	KC	GREENE	39	SW	LIVINGSTON	59	NW	PERRY	79	SE	SCOTLAND	99	NE
CEDAR	20	SW	GRUNDY	40	NW	MCDONALD	60	SW	PETTIS	80	KC	SCOTT	100	SE



Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
Date: 02/19/2014



REGISTRATION

The registration fee for the CPS Certification Course is \$75.00. Registration MUST be completed online at www.safekids.org/certification. Start by selecting the FIND A COURSE link and search for all classes in Missouri to locate a CPS class in your area. Please follow and read all online instructions closely. You will be required to create a user name/ password with an active e-mail address to register.

NOTE: It is preferred that you pay online with a debit or credit card. You are not registered until payment is received. If you cannot register with a debit/credit card, please call 877-366-8154 to be sure you are registering correctly. They are able to help you with any registration problems. For questions about a specific course, contact the lead instructor listed at the registration web site above.

The student manual will be given to you on the first day of class. If you desire to begin preparation in advance, you can find more information and view/download the student manual at www.cpsboard.org.

PLEASE CONSIDER THIS TRAINING if you are passionate about keeping children safe from their number one killer---UNINTENTIONAL INJURIES!



The Highway Safety Division at MoDOT and other partners are proud to support child passenger safety inspection stations and checkup events. Many Missouri communities are in need of trained volunteers along with agency support for continued involvement in our established programs.

ARRIVE ALIVE--It's For The Kids!



MoDOT's Highway Safety Division
www.saveMOLives.com • 1-800-800-BELT

Unhappy about the improper installation of your child safety seat?



See a certified Child Passenger Safety (CPS) technician today for a safe and happy baby!

Or better yet, become a certified CPS technician yourself through the NHTSA certified training. Here's how:

Child Passenger Safety Training Opportunities in Missouri.

WHY CPS?

- National Certification goes from State to State.
- Be your Agency's/community's local resource person for child passenger safety issues.
- Reduce agency liability by having properly trained staff.
- Support a community program that has high visibility with a great need identified.
- Families are highly mobile today with numerous unmet transportation needs.
- To better educate legislators to the dangers of unsafe laws and the consequences of misuse.
- To better enforce a law you understand.
- To help your agency/community develop transportation policies.
- To participate in or start a child safety seat inspection station in your community.

This national standardized child passenger safety technician certification course is three to four days long and combines classroom instruction, hands-on work with car seats and vehicles, and a community safety seat checkup event, where students demonstrate proper use and installation of child restraints and safety belts and then teach these skills to parents.

You must attend class each day and the car seat event to successfully complete this course. Certification as a CPS technician is good for two years then requires renewal every two years.

WHO?

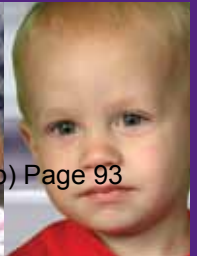
This training is for individuals who want to make a difference in children's lives by educating parents and caregivers on the proper use and installation of child safety seats. Examples are: parents, teachers, nurses, civic organization volunteers, safety members of corporations, childcare providers, OT, PT, staff caring for children with special health care needs, law enforcement, emergency responders, auto dealership & repair staff, school transport staff, social workers, churches & family support workers that work with underserved agencies. Participants should be prepared for the physical activity required for installing child safety seats. Please notify your course lead instructor if you have any physical limitations so your needs can be accommodated.



7 out of 10 kids

are at risk in a traffic crash!

Car crashes are the No. 1 killer of kids. Nearly 73 percent of all child restraints are not used correctly. Is your child safe?



**ARRIVE
ALIVE**

For more information contact the Missouri Department of Transportation's Traffic and Highway Safety Division at 800-800-BELT (2358) or go to www.modot.org.

Play by the Rules

MISSOURI'S CHILD RESTRAINT LAW

Always check the owner's manual for proper use of your child safety seat or booster seat. To verify that your child safety seat has been installed correctly, you can visit www.seatcheck.org to search for a certified Child Passenger Safety technician nearest you.

Growing Up Safe

As children grow, how they are secured in your car, truck or SUV should change. Save your child from injury or death by buckling them in correctly.

Lap and
shoulder
safety belts

Children 8 and over or weighing at least 80 pounds or at least 4'9" tall are required to be secured by a safety belt or booster seat appropriate for that child.



Booster seats
with lap and
shoulder belt

Children ages 4 through 7 who weigh at least 40 pounds must be in an appropriate child safety seat or booster seat unless they are 80 pounds or 4'9" tall.



Child
safety
seats

Children less than 4 years old or less than 40 pounds must be in an appropriate child safety seat, per manufacturer's instructions of the child restraint.



**are at risk in a
traffic crash!**

As of August 28, 2006, Missouri law requires all children under the age of eight to be in an appropriate child safety seat or booster seat unless they are 80 lbs. or 4'9" tall.

7
out
of
10
kids

Motor-vehicle crashes kill more than 40,000 Americans and injure 2.7 million each year.

Approximately 70 percent of motor vehicle occupants fatally injured in Missouri traffic crashes were not wearing safety belts. Safety belts are considered the most important safety equipment in a motor vehicle, and using them correctly and on every trip is the most effective way to reduce injuries and fatalities in a crash.

Research from the National Highway Traffic Safety Administration indicates automobile occupants are 45 percent more likely to survive a crash if they are wearing their lap and shoulder belts correctly; pickup truck and light truck passengers are 60 percent more likely to survive a crash when buckled up correctly.

Properly worn seat belts and functioning air bags can reduce the risk of death in a vehicle crash 63 percent, according to a recent study led by Justin Cummins, an orthopedic surgeon at Dartmouth Hitchcock Medical Center in Lebanon, NH.



Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

573-751-4161
800-800-BELT

www.saveMOlives.com
www.modot.org

This brochure paid for with federal highway safety funding by the Missouri Department of Transportation.

Sit Tight

Tips for Avoiding Injury in a Crash



HS11.086

**ARRIVE
ALIVE**

405(b) Page 95

Safety Belts

Safety belts are an adult's most effective occupant protection device in motor vehicles. **Chapter 307 of the Missouri Revised Statutes** requires all adults riding in the front seat of a car, pickup truck, sport utility vehicle or van to wear safety belts.

Children ages eight through 15 must always wear safety belts. A law enforcement officer can stop you and issue you a citation for no other reason than non-compliance with this law.

You Need to Know

- To be effective, safety belts must be worn correctly. The lap belt should be worn low and snug across the hips. The shoulder belt should lay over the shoulder and across the chest, adjusted according to the vehicle's owner's manual. Never place the shoulder belt under your arm or behind your back – this could result in a serious or fatal injury.
- Pregnant women should always wear safety belts with the lap belt as low as possible across the hips.
- Safety belts should be worn in combination with air bag systems. They keep your body in the safest position so an air bag can do its job.
- Drivers with air bags should keep at least a 10-inch distance between the air bag and their breast bone.
- A tilt steering wheel should be tilted down so the air bag will deploy toward the chest and not the head.

Child Safety Seats

- **Chapter 307 of the Missouri Revised Statutes** requires all children under age eight to be properly secured in an appropriate child safety seat or booster seat. This includes all cars, pickup trucks, SUVs and vans. A law enforcement officer can stop you and issue you a citation for no other reason than non-compliance with this law.

Missouri Law Requires:

- Children **less than 4 years old or less than 40 pounds** to be in an appropriate child safety seat.
- Children ages 4 through 7 years old who weigh at least 40 pounds **must** be in an appropriate child safety seat or booster seat unless they are 80 pounds or 4'9" tall.
- Children 8 and over or weighing at least **80 pounds** or at least **4'9"** tall are required to be secured by a **safety belt** or **booster seat** appropriate for that child.

Types of Safety Seats:

There are many types of safety seats. Choose one that is right for your child's size and age, and fits correctly in your vehicle. Your options include:

Infant Seats are used from birth until a child is at least one year old **and** weighs at least 20 pounds. These should be placed in the back seat facing the rear of the vehicle, at the angle recommended by the manufacturer. **Never place a rear-facing infant seat in front of an air-bag.**

Convertible Seats are for children between birth and 40 pounds. These seats face backward or forward, depending on the child's age and size. They can be adjusted as your child grows. All children under one year old and weighing less than 20 pounds must face the rear of the vehicle.

Booster Seats are for children who've outgrown convertible seats. They face forward and must be used for children 4-7 years old unless they are 4'9" tall or weigh 80 pounds. Booster seats should never be used with a lap belt only, they require the use of lap and shoulder belts. If your vehicle does not have shoulder belts in the rear seats, have them installed.

Not sure if your child's safety seat is installed correctly? Contact the Missouri Department of Transportation's Traffic and Highway Safety Division at **800-800-BELT (2358)** to find an approved fitting station near you, or visit www.nhtsa.dot.gov.



Keeping Kids Safe

- Properly installed child safety seats should have no more than one inch of side-to-side movement.
- Check the owner's manual for proper use of your child safety seat or booster seat.
- Many seats use a plastic chest clip to keep the shoulder straps positioned correctly on your child. The chest clip should be at armpit level.
- Never use an old safety seat; it may have invisible damage or may be missing parts. Check the child safety seat for an expiration date. Typically they should be discarded after six years.
- The National Highway Traffic Safety Administration recommends that children 12 and under ride properly restrained in the back seat.
- The National Highway Traffic Safety Administration recommends keeping your 1 to 3 year old children in rear-facing car seats for as long as possible. It's the best way to keep them safe. They should remain rear-facing until they reach the height or weight limit allowed by the car seat's manufacturer.

A Parent's Road Map to Child Safety Seats



Learn the road signs of keeping your kids safe.

DANGER ZONE



Car crashes are the **#1 killer** of kids ages 1-12.



Child safety seats reduce the risk of death in passenger cars by **71%** for infants and **54%** for toddlers.



73% of all restraints are not used correctly.



There is no one child safety seat that's safest. The best one fits your child, fits your vehicle, and is one that you'll **use correctly each time**.



Missouri Law requires that children less than 4 years old or less than 40 lbs. must be in an appropriate child safety seat.



Children ages 4 through 7 must be in an appropriate **child safety seat or booster** unless they are 80 lbs. or 4'9" tall.



Children 8 years and over, at least 80 lbs. and at least 4' 9" tall are required to be secured by a **safety belt or booster seat**.



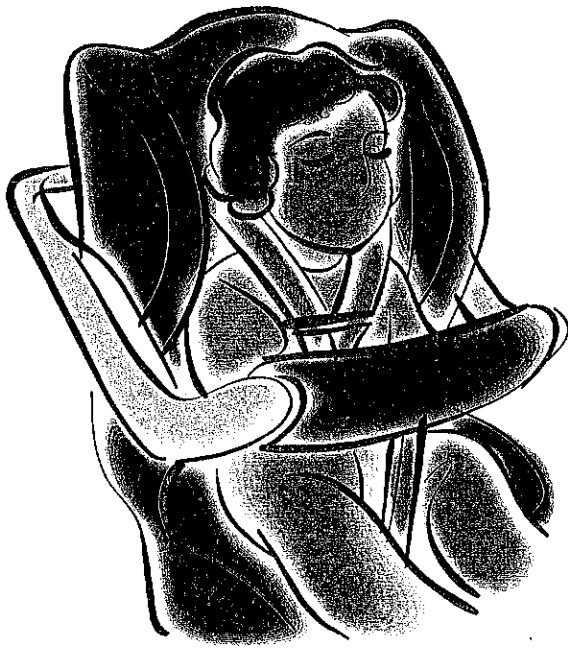
Parents, lead by example and **buckle up every time** you get in your vehicle.



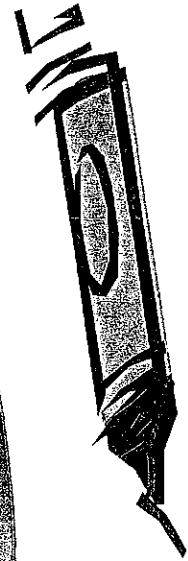
SAFETY ZONE

Have your child's seat checked by a certified CPS Technician. Find one near you at www.seatcheck.org.

For additional information on child passenger safety, contact MODOT's Traffic and Highway Safety Division at 1-800-999-BELT



2009



Child Restraint Observational Survey

Submitted by:

Missouri Safety Center

Submitted to:

Highway Safety Division, MoDOT

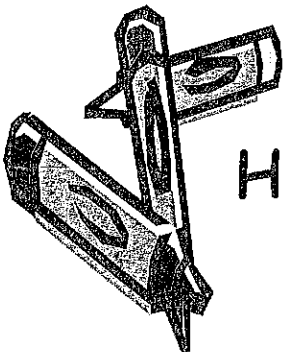


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EXECUTIVE SUMMARY

The Missouri Safety Center conducted a child safety seat survey between March 21st and May 25th, 2009, in 18 counties at 21 Wal-Mart Supercenters or Stores. The purpose of the survey was to determine observed restraint use (i.e. child safety seat, booster seat, and safety belt) versus non use by children under the age of four. **Observations were based upon the child being restrained vs not restrained and did not attempt to determine "correct" usage of these devices.** Since the survey team did not have personal interaction with the vehicle driver, observations (the age of the child and gender and ethnic origin of the driver) were based upon their best judgment. Wal-Mart parking lots were selected for the observations to minimize socio-economic, ethnic and educational bias. In addition, vehicles were traveling at slower speeds which aided in more concise identification of driver, passenger, and child restraint use.

The 18 counties were randomly selected from the list of Urban and Rural counties utilized for the Statewide Safety Belt Survey. Jackson and St. Louis Counties were automatically placed in the pool, due to their large population base. Three additional Urban counties (population of 50,000 or more) and 13 rural counties (population less than 50,000) were randomly selected from the pool of five remaining Urban and 13 Rural counties. The Urban counties selected were: Boone, Clay, Greene, Jackson, St. Louis, and St. Charles. Adair, Camden, Callaway, Jefferson, Johnson, Lawrence, Lafayette, Lincoln, Platte, Polk, Scott, and Webster were selected from the Rural county pool. Green County was in the original pool of counties selected for the statewide safety belt survey but was later replaced.

Most surveys were conducted on Friday, Saturday or Sunday. Collection periods were in two hour blocks from 9:00-11:00 am, 1:00-3:00 pm, and 5:00-7:00 pm totaling six observational hours per site. There were a total of 126 hours of observational time for the 21 survey sites.

A total of 4,233 children were observed under the age of four riding in 3,967 vehicles.

Summary of the Findings

- The 2009 data from 21 survey sites revealed that 91.3 percent of the 4,233 children under age four were restrained. This is a 1.1 percent increase over the reported 2008 restraint use figure (90.2%).
- Kirkwood (97%), Festus (96%), and Lee's Summit (96%) had the highest child restraint use respectfully. Gladstone, N. Kansas City, Springfield, Wentzville, Marshfield, Osage Beach, Warrensburg, Town and Country, Fulton, Columbia, and Oak Grove had over 90 percent child restraint use. Sikeston had the lowest restraint use rate at 82 percent.
- Ninety-four percent of the children were located in the back seat of the vehicle.

- Of the 3,866 children who were restrained, 59 percent were in forward facing child safety seats. Eighteen percent were in booster seats which is a four percent increase from 2008. Children restrained by safety belts decreased from 7 percent in 2008 to 4 percent in 2009.
- A total of 367 children (9%) were not restrained. Most of those children, 93 percent (342), were “loose” in the vehicle either sitting, standing, or lying in the seat. The remaining seven percent (25) were being held on the lap of another passenger. Twenty-nine percent (107) of the children not restrained were located in the front seat.
- Sixty percent of the drivers were female and 40 percent were male. Of the 2,383 female drivers, 76 percent were using safety belts. Only seventy-one percent of the male drivers (1,125) were belted. This was a two percent increase for both female and male drivers from 2008.
- Forty-seven percent of the 3,967 vehicles observed were passenger cars with 23 percent vans, 22 percent sports utility vehicles (SUVs), and 8 percent light duty trucks.
- Drivers of vans most frequently used safety belts 84 percent of the time, while light duty truck drivers wore safety belts the least at 49 percent.
- Of the 3,967 drivers, ninety percent were White, six percent Black, four percent Hispanic, and one percent Asian.
- Only 51 percent of the 221 Black drivers were wearing safety belts. Ninety percent of the Asian, 75 percent of the White, and 75 percent of the Hispanic drivers were belted.
- Female and male drivers were almost equally likely to have their children restrained at 92 and 90 percent respectfully. This is a one percent increase for females and no change in percentage for males when compared to the 2008 data (91% for female – 90% for male).
- When the driver was belted, 98 percent of the children were also restrained. In contrast, when the driver was not belted 28 percent of the children were also not restrained.
- In the 266 vehicles with a second child in the age range, 30 percent of the children were not restrained if the driver was not restrained.
- Thirty-five percent of the children with Black drivers (237) were not restrained. In contrast, only 7 percent of children with White drivers were not restrained.
- Children were restrained in trucks 78 percent of the time. This is a 2 percent decrease from the 80 percent in 2008. Eighty-nine percent of the children were restrained in a passenger car which represents a 3 percent increase when compared to 2008 data.

INTRODUCTION

The Highway Safety Division of MODOT requested the Missouri Safety Center to conduct a statewide child safety seat survey. The purpose of the survey was to determine observed use versus non use of restraint devices (i.e. child safety seat, booster seat, safety belt) by children under the age of four. Observations were based upon use vs. non use and **did not determine "correct" usage of these restraints**. Missouri law requires that all children under age four riding in a motor vehicle must be secured in a child safety seat or vest. This includes all cars, pickup trucks, vans and buses manufactured with safety belts.

All surveys were conducted at Wal-Mart Super Centers or stores located in selected towns within the targeted counties. There were a total of 21 survey sites in 18 counties. The survey methodology is located in Appendix A.

The following report summarizes observations collected between March 21st and May 25th, 2009. All data for this study were derived from two survey instruments (See Appendix B). One instrument collected information on the child's/children's restraint use and the other focused on the driver's safety belt use, gender, and vehicle type. The last three columns of the driver's survey identified their Ethnic origin: X indicates Black, Y indicates Asian, Z indicates Hispanic and no mark indicates White.

There were a total of 4,233 children observed in 3,967 vehicles. Forty-seven percent of the vehicles were passenger cars, 22 percent sports utility vehicles, 8 percent light duty trucks and 23 percent vans. Table 1 shows chronologically the day and date these data were collected as well as the town and total observations by county.

Table 1
Date and Frequency of Observations by Survey Site

Day	Date	County	Location	Observation by County
Saturday	March 21, 2009	Platte	N. Kansas City - 02 Wal-Mart Store 8551 N. Boardwalk Ave.	246
Sunday	March 22, 2009	Clay	Gladstone - 01 Wal-Mart SuperCenter 7207 N. M-1 Hwy.	112
Friday	April 3, 2009	Callaway	Fulton - 17 Wal-Mart SuperCenter 1701 North Bluff Street	137
Saturday	April 4, 2009	Adair	Kirkville - 21 Wal-Mart SuperCenter	261
Friday	April 10, 2009	Polk	Bolivar - 09 Wal-Mart SuperCenter 2451 S. Springfield	145
Saturday	April 11, 2009	Boone	Columbia - 18 Wal-Mart SuperCenter 415 Conley Road	260
Saturday	April 18, 2009	Scott	Sikeston - 151 Wal-Mart SuperCenter 1303 South Main	270
Sunday	April 19, 2009	Jefferson	Festus - 16 Wal-Mart SuperCenter 650 S. Truman Blvd.	166
Friday	April 24, 2009	Jackson	Oak Grove - 20 Wal-Mart SuperCenter 201 South Salem Street	82
Saturday	April 25, 2009	Camden	Osage Beach - 08 Wal-Mart SuperCenter 4552 Highway 54	148
Saturday	May 2, 2009	Jackson	Kansas City, Blue Ridge - 19 Wal-Mart SuperCenter 6709 Blue Ridge Blvd	260
Sunday	May 3, 2009	Jackson	Lee's Summit - 11 Wal-Mart SuperCenter	276
Friday	May 8, 2009	St. Louis	Kirkwood - 13 Wal-Mart SuperCenter 1202 S. Kirkwood Drive	170
Sunday	May 10, 2009	St. Louis	Town & Country - 14 Wal-Mart Store 13901 Manchester Rd.	221
Friday	May 15, 2009	Webster	Marshfield - 07 Wal-Mart Store 1331 Spur Drive	127
Saturday	May 16, 2009	Lincoln	Troy - 05 Wal-Mart SuperCenter 101 Hwy 47 East	345
Tuesday	May 19, 2009	Lafayette	Higginsville - 10 Wal-Mart SuperCenter Hwy 13 & 19th St.	58

Table 1, Continued

Day	Date	County	Location	Observation by County
Friday	May 22, 2009	Green	Springfield - 04 Wal-Mart SuperCenter 2825 N. Kansas Expressway	362
Saturday	May 23, 2009	Lawrence	Aurora - 03 Wal-Mart Store 3020 South Elliot	165
Sunday	May 24, 2009	Johnson	Warrensburg - 12 Wal-Mart SuperCenter 301 E. Cooper Ave.	245
Monday	May 25, 2009	St. Charles	Wentzville - 06 Wal-Mart Store #1 Wentzville Center	177

- Location change to Kansas City – Blue Ridge due to Kansas City – Hillcrest being closed

In 2001, observations were conducted in 12 counties and 15 locations. The 2002, 2003, 2004, 2005, 2006, 2007, 2008, and 2009 surveys consisted of observations in 18 counties and 21 locations. A total of 4,233 observations were collected in 21 locations in 2009 as compared to 4,706 observations in 2008, 4,180 observations in 2007, 2,004 observations in 2006, 5,144 observations in 2005, 4,940 observations in 2004, 5,255 observations in 2003, 4,828 observations in 2002, and 3,125 observations in 15 locations in 2001. Table 2 shows a summary of the number of observations by county by year. The number of survey location was expanded in 2002; therefore six counties will not have 2001 data.

Table 2

Frequency of Observation by County

2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009

County	Location	Total Obs. 2009	Total Obs. 2008	Total Obs. 2007	Total Obs. 2006	Total Obs. 2005	Total Obs. 2004	Total Obs. 2003	Total Obs. 2002	Total Obs. 2001
Adair	Kirkville - 21 Wal-Mart SuperCenter	261	290	216	176	384	396	318	363	Not Collected
Boone	Columbia - 18 Wal-Mart SuperCenter 415 Conley Road	260	176	225	153	337	330	245	184	Not Collected
Callaway	Fulton - 17 Wal-Mart SuperCenter 1701 North Bluff Street	137	130	162	70	149	221	254	212	226
Camden	Osage Beach - 08 Wal-Mart SuperCenter 4552 Highway 54	148	140	157	106	161	195	231	189	223
Clay	Gladstone - 01 Wal-Mart SuperCenter 7207 N. M-1 Hwy.	112	188	170	155	179	173	171	182	154
Green	Springfield - 04 Wal-Mart SuperCenter 2825 N. Kansas Expressway	362	312	270	34	245	166	406	313	314
Jackson	Kansas City, Blue Ridge - 19 Wal-Mart SuperCenter 6709 Blue Ridge Blvd	618	715	623	205	692	499	675	695	555
	Lee's Summit - 11 Wal-Mart SuperCenter									
	Oak Grove - 20 Wal-Mart SuperCenter 201 South Salem Street									
Jefferson	Festus - 16 Wal-Mart SuperCenter 650 S. Truman Blvd.	166	251	213	63	313	319	320	274	Not Collected
Johnson	Warrensburg - 12 Wal-Mart SuperCenter 301 E. Cooper Ave.	245	217	172	97	334	262	254	305	196
Lafayette	Higginsville - 10 Wal-Mart SuperCenter Hwy 13 & 19th St.	58	66	110	38	102	114	61	108	140
Lawrence	Aurora - 03 Wal-Mart Store 3020 South Elliot	165	200	135	85	132	163	159	151	166
Lincoln	Troy - 05 Wal-Mart SuperCenter 101 Hwy 47 East	345	344	262	69	446	308	427	261	Not Collected
Platte	N. Kansas City - 02 Wal-Mart Store 8551 N. Boardwalk Ave.	246	281	267	156	283	183	252	238	Not Collected

Table 2, Continued

County	Location	Total Obs. 2009	Total Obs. 2008	Total Obs. 2007	Total Obs. 2006	Total Obs. 2005	Total Obs. 2004	Total Obs. 2003	Total Obs. 2002	Total Obs. 2001
Polk	Bolivar - 09 Wal-Mart SuperCenter 2451 S. Springfield	145	111	125	67	160	169	185	136	Not Collected
St. Charles	Wentzville - 06 Wal-Mart Store #1 Wentzville Center	177	286	210	55	260	284	202	145	226
St. Louis	Kirkwood - 13 Wal-Mart SuperCenter 1202 S. Kirkwood Drive	391	589	488	370	632	677	671	666	578
	Town & Country - 14 Wal-Mart Store 13901 Manchester Rd.									
Scott	Sikeston - 15 Wal-Mart SuperCenter 1303 South Main	270	256	266	84	192	317	204	250	210
Webster	Marshfield - 07 Wal-Mart Store 1331 Spur Drive	127	154	109	21	143	164	220	158	137
		2009	2008	2007	2006	2005	2004	2003	2002	2001
		4,233	4,706	4,180	2,004	5,144	4,940	5,255	4,828	3,125
		18	18	18	18	18	18	18	18	12
		Counties	Counties	Counties	Counties	Counties	Counties	Counties	Counties	Counties
		21	21	21	21	21	21	21	21	15
		Locations	Locations	Locations	Locations	Locations	Locations	Locations	Locations	Locations

Six hours of observations were conducted at each site in the following time frames: 9:00-11:00 am, 1:00-3:00 pm, and 5:00-7:00 pm. A total of 126 observational hours were accumulated at the 21 survey sites. Table 3 depicts the number of observations by time of day by county. Forty percent (1,702) of the total observations were collected during the 1:00-3:00 pm time frame. During the 9:00-11:00 am time frame twenty-eight percent (1,162) were observed with thirty-two percent (1,369) being observed during the 5:00-7:00 pm time frame. The largest percent of observations were conducted in the Jackson County area 14.6 percent, respectively.

Table 3

Frequency of Observations by Time of Day by County

COUNTY Frequency Percent	TIME OF DAY			
County	9:00-11:00 am	1:00-3:00 pm	5:00-7:00 pm	TOTAL Frequency Percent of Total Observations
Adair	65 24.9%	118 45.2%	78 29.9%	261 6.2%
Boone	84 32.3%	84 32.3%	92 35.4%	260 6.1%
Callaway	43 31.4%	45 32.8%	49 35.8%	137 3.2%
Camden	51 34.5%	57 38.5%	40 27.0%	148 3.5%
Clay	19 17.0%	52 46.4%	41 36.6%	112 2.7%
Green	101 27.9%	123 34.0%	138 38.1%	362 8.6%
Jackson	146 23.6%	253 40.9%	219 35.5%	618 14.6%
Jefferson	45 27.1%	76 45.8%	45 27.1%	166 3.9%
Johnson	67 27.4%	114 46.5%	64 26.1%	245 5.7%
Lafayette	14 24.2%	22 37.9%	22 37.9%	58 1.4%
Lawrence	52 31.5%	68 41.2%	45 27.3%	165 3.9%
Lincoln	108 31.3%	133 38.6%	104 30.1%	345 8.2%
Platte	82 33.3%	90 36.6%	74 30.1%	246 5.8%
Polk	44 30.4%	65 44.8%	36 24.8%	145 3.4%
Scott	60 22.2%	119 40.1%	91 33.7%	270 6.4%
St. Charles	34 19.2%	75 42.4%	68 38.4%	177 4.2%
St. Louis	107 27.4%	156 39.9%	128 32.7%	391 9.2%
Webster	40 31.5%	52 40.9%	35 27.6%	127 3.0%
TOTAL FOR ALL 21 SITES by TIME OF DAY	1,162 27.5%	1,702 40.2%	1,369 32.3%	4,233 100.0%

CHILD'S RESTRAINT USE SUMMARY

In the 3,967 vehicles there were 4,233 children within the targeted age range. Observations were collected at 21 survey sites and revealed that 91.3 percent of the children were restrained by either a forward facing child safety seat, rear facing child safety seat, booster seat or safety belt. Correct use was not determined. These findings are displayed in Figure 1. In 2009, 91.3 percent of the children were restrained, in 2008, 90.2 percent of the children were restrained, in 2007, 88.2 percent of the children were restrained, in 2006, 82.9 percent of the children were restrained, in 2005, 81.8 percent of the children were restrained, in 2004, 76.7 percent were restrained, in 2003, 73.1 percent were restrained, in 2002, 70 percent were restrained, and in 2001, 65 percent were restrained. Child restraint use has increased by 26.3 percent since 2001.

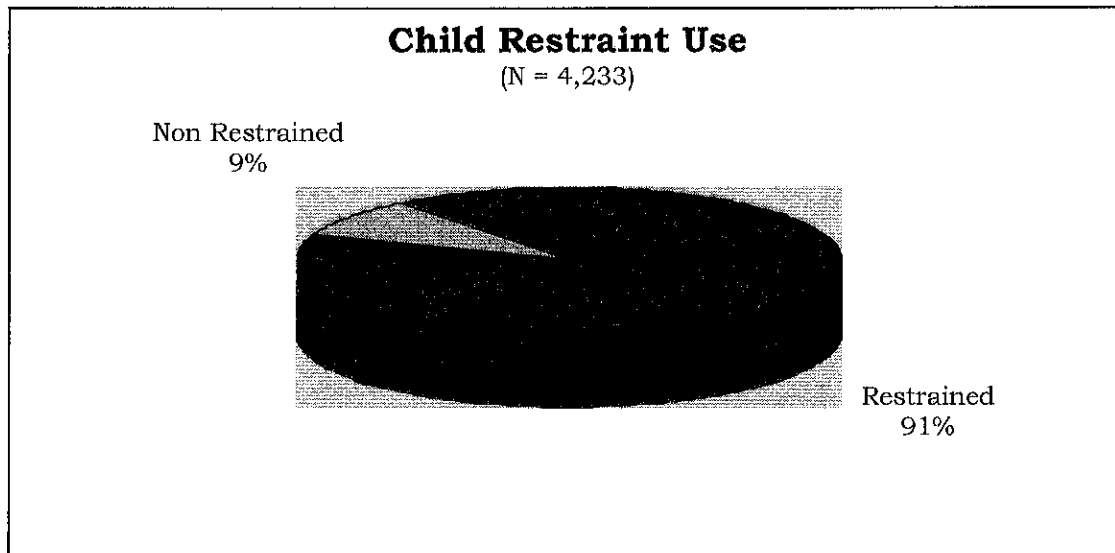


Figure 1: Child's Restraint Use

Table 4 depicts child restraint use for each county in 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009. In the 2009 survey, Jefferson and St. Louis counties had the highest percent of child restraint use with 96.4 and 95.1 percent, respectively. Counties having 90 percent restraint use or higher included Adair, Boone, Callaway, Camden, Clay, Green, Jackson, Jefferson, Johnson, Platte, St. Charles, St. Louis and Webster. The lowest percent of child restraint use was in Scott County with 82.2 percent.

Table 4
Child Restraint Use by County
2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009

County Frequency Percent	Child Restraint Use															
	YES								NO							
COUNTY	2009	2008	2007	2006	2005	2004	2003	2002	2009	2008	2007	2006	2005	2004	2003	2002
Adair *	238 91.2%	255 87.9%	169 78%	144 82%	282 73%	279 71%	250 79%	231 64%	23 8.8%	35 12.1%	47 22%	32 18%	102 27%	117 29%	68 21%	132 36%
Boone *	236 90.8%	160 90.9%	208 92%	135 88%	297 88%	268 81%	182 74%	139 76%	24 9.2%	16 9.1%	17 8%	18 12%	40 12%	62 19%	63 26%	45 24%
Callaway	126 92.0%	116 89.2%	125 77%	59 84%	110 74%	147 67%	184 72%	138 65%	11 8.0%	14 10.8%	37 23%	11 16%	39 26%	74 33%	70 28%	89 39%
Camden	139 93.9%	124 88.6%	148 94%	85 80%	132 82%	152 78%	170 74%	130 69%	9 6.1%	16 11.4%	9 6%	21 20%	29 18%	43 22%	61 26%	71 32%
Clay	104 92.9%	181 96.3%	158 93%	122 79%	152 85%	139 80%	141 83%	126 69%	8 7.1%	7 3.7%	12 7%	33 21%	27 15%	34 20%	30 18%	36 23%
Green	333 92.0%	290 93.0%	237 88%	34 100%	206 84%	135 81%	272 67%	219 70%	29 8.0%	22 7.0%	33 12%	0 0%	39 16%	31 19%	134 33%	78 25%
Jackson 2002 (3 sites) 2001 (3 sites)	564 91.3%	645 90.2%	547 88%	254 83%	652 85%	374 75%	478 71%	516 74%	54 8.7%	70 9.8%	76 12%	52 17%	118 15%	125 25%	197 29%	218 39%
Jefferson *	160 96.4%	233 92.8%	200 94%	44 70%	266 85%	250 78%	248 77%	186 68%	6 3.6%	18 7.2%	13 6%	19 30%	47 15%	69 22%	72 23%	88 32%

Table 4, Continued

COUNTY	YES									NO								
Johnson	2009 230 93.9%	2008 206 94.9%	2007 149 87%	2006 91 94%	2005 285 85%	2004 226 86%	2003 228 89%	2002 228 75%	2001 130 66%	2009 15 6.1%	2008 11 5.1%	2007 23 13%	2006 6 6%	2005 49 15%	2004 36 14%	2003 26 10%	2002 77 25%	2001 66 34%
	2009 51 87.9%	2008 54 81.8%	2007 91 83%	2006 33 87%	2005 78 76%	2004 86 75%	2003 34 56%	2002 68 63%	2001 89 64%	2009 7 12.1%	2008 12 18.2%	2007 19 17%	2006 5 13%	2005 24 24%	2004 28 25%	2003 27 44%	2002 40 37%	2001 51 36%
Lawrence	2009 143 86.7%	2008 162 81.0%	2007 111 82%	2006 64 75%	2005 76 58%	2004 90 55%	2003 83 52%	2002 76 50%	2001 85 51%	2009 22 13.3%	2008 38 19.0%	2007 24 18%	2006 81 25%	2005 56 45%	2004 73 48%	2003 76 50%	2002 75 49%	2001 81 49%
	2009 308 89.3%	2008 304 88.4%	2007 235 90%	2006 64 93%	2005 366 82%	2004 242 79%	2003 252 59%	2002 169 65%		2009 37 10.7%	2008 40 11.6%	2007 27 10%	2006 5 7%	2005 80 18%	2004 66 21%	2003 75 41%	2002 92 35%	
Platte *	2009 232 94.3%	2008 254 90.4%	2007 236 88%	2006 133 85%	2005 240 85%	2004 144 79%	2003 201 80%	2002 177 74%		2009 14 5.7%	2008 27 9.6%	2007 31 12%	2006 23 15%	2005 43 15%	2004 39 21%	2003 51 20%	2002 61 26%	
	2009 121 83.5%	2008 100 90.1%	2007 115 92%	2006 56 84%	2005 130 81%	2004 115 68%	2003 133 72%	2002 105 77%		2009 24 16.5%	2008 11 9.9%	2007 10 8%	2006 11 16%	2005 30 19%	2004 54 2%	2003 52 28%	2002 31 23%	
St. Charles	2009 168 94.9%	2008 260 90.9%	2007 200 95%	2006 51 93%	2005 228 88%	2004 225 79%	2003 155 77%	2002 111 77%	2001 144 64%	2009 9 5.1%	2008 26 9.1%	2007 10 5%	2006 4 7%	2005 32 12%	2004 59 21%	2003 47 23%	2002 34 23%	2001 82 36%
	2009 372 95.1%	2008 557 94.6%	2007 474 97%	2006 323 87%	2005 580 92%	2004 590 87%	2003 575 86%	2002 542 81%	2001 423 73%	2009 19 4.9%	2008 32 5.4%	2007 14 3%	2006 47 13%	2005 52 8%	2004 87 13%	2003 96 14%	2002 124 19%	2001 155 27%
St. Louis 2002 (3 sites) 2001 (2 sites)	2009 222 82.2%	2008 208 81.3%	2007 194 73%	2006 57 68%	2005 138 72%	2004 212 67%	2003 113 55%	2002 114 46%	2001 117 56%	2009 48 17.8%	2008 48 18.7%	2007 72 27%	2006 27 32%	2005 54 28%	2004 105 33%	2003 91 45%	2002 136 54%	2001 93 44%
	2009 119 93.7%	2008 137 89.0%	2007 91 83%	2006 21 100%	2005 107 75%	2004 114 70%	2003 140 63%	2002 93 59%	2001 75 55%	2009 8 6.3%	2008 17 11.0%	2007 18 17%	2006 0 0%	2005 36 25%	2004 50 30%	2003 80 36%	2002 65 41%	2001 62 45%
Webster	2009 3,866 91.3%	2008 4,246 90.2%	2007 3,688 88%	2006 1,661 83%	2005 4,206 82%	2004 3,788 77%	2003 3,839 73%	2002 3,368 70%	2001 2,043 65%	2009 367 8.7%	2008 460 9.8%	2007 492 12%	2006 373 17%	2005 938 18%	2004 1,152 23%	2003 1,416 27%	2002 1,460 30%	2001 1,082 35%

Ninety-four percent of the 4,233 children (restrained and not restrained) were located in the back seat. Figure 2 shows the child's location by seating position. Table 5 Shows child's seating position by year.

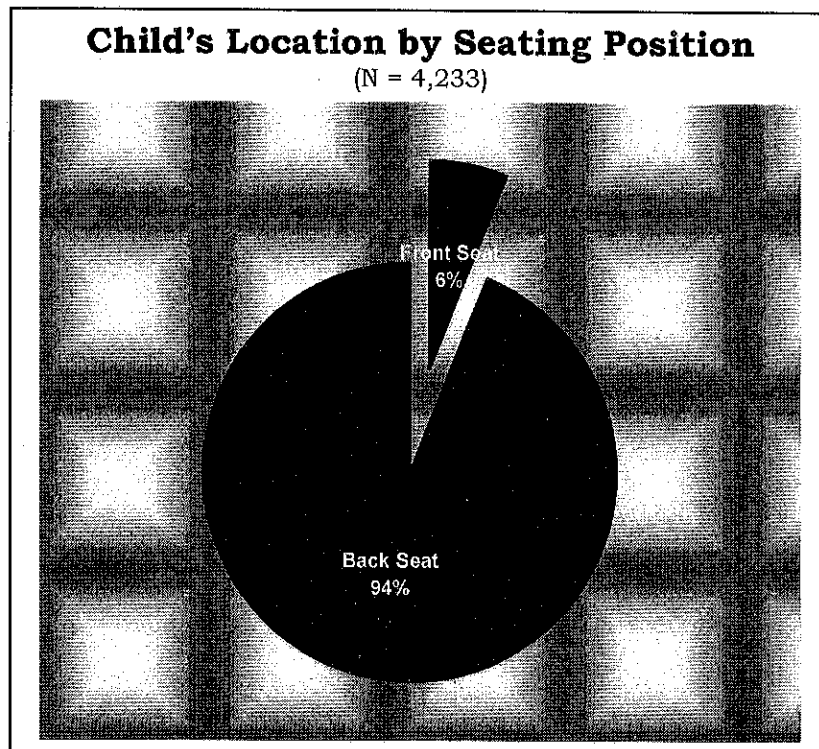


Figure 2: Child's Location by Seating Position

Table 5

Child's Seating Position

2001 - 2009

YEAR	BACK	FRONT
2009	94%	6%
2008	94%	6%
2007	92%	8%
2006	88%	12%
2005	86%	14%
2004	84%	16%
2003	86%	14%
2002	84%	16%
2001	83%	17%

Fifty-nine percent (2,300) of the 3,866 children restrained were in child safety seats in the forward facing position. Eighteen percent (689) were observed in booster seats. Children in safety belts decreased in 2009 from 7 percent to 4 percent. Observations by restraint type are located in Figure 3. Table 6 presents Child's Restraint Type by year.

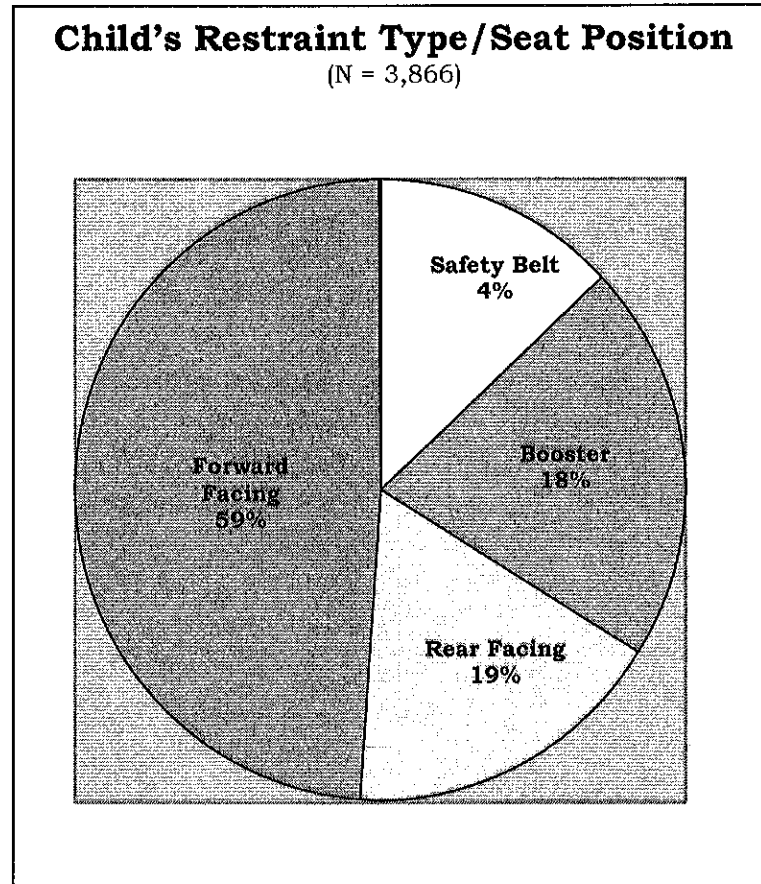


Figure 3: Child's Restraint Type/Seat Position

Table 6
Child's Restraint Type
2001 - 2009

Restraint Type	2009	2008	2007	2006	2005	2004	2003	2002	2001
Rear	19%	19%	17%	10%	14%	16%	16%	15%	14%
Forward	59%	60%	49%	60%	41%	38%	47%	56%	69%
Booster	18%	14%	21%	11%	25%	22%	17%	8%	2%
Safety Belt	4%	7%	13%	19%	20%	24%	20%	21%	15%

Of the 4,233 children observed 367 (9%) were not restrained. There were 313 (85%) unrestrained children setting in the vehicle with 226 (72%) setting in the back and 87 (28%) setting in the front seat. A total of 25 (7%) of the unrestrained children were setting on the lap of a vehicle passenger, of that 6 (24%) were located in the back seat with 19 (76%) located in the front of the vehicle. Twenty-nine (8%) unrestrained children were standing in the vehicle with 1 (3%) standing in the front and 28 (97%) standing in the back. Figure 4 shows the unrestrained child's position in the vehicle.

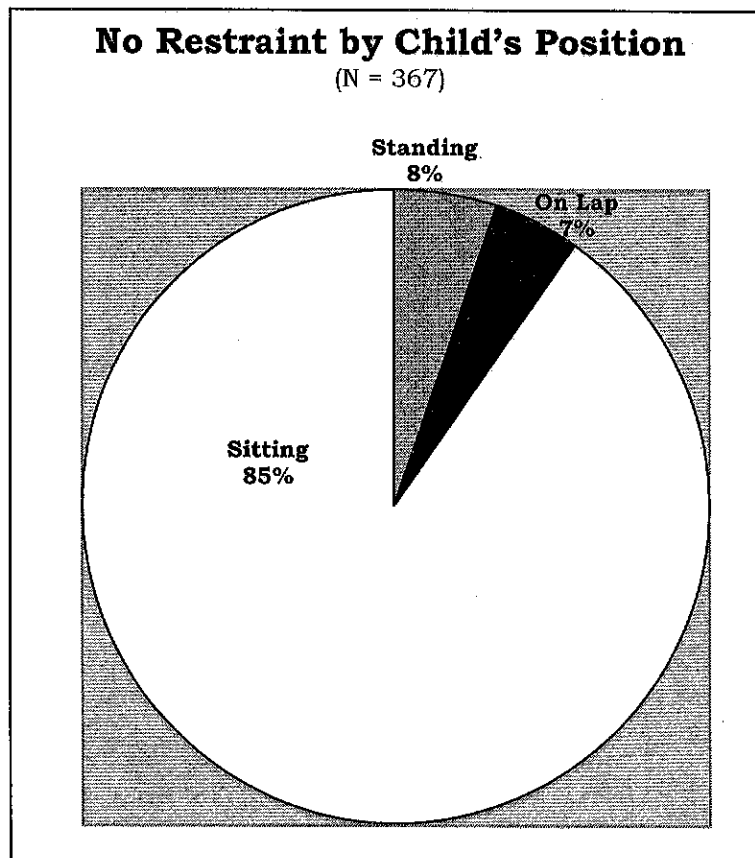


Figure 4: No Restraint by Child's Position

DRIVER, PASSENGER, AND VEHICLE INFORMATION

In addition to the child's restraint use, the vehicle's driver and outboard front seat passenger's safety belt use was also recorded. Of the 3,967 drivers, 74 percent were belted. Seventy-two percent of the outboard front seat passengers were restrained. The majority of the drivers in 2009 were female at 60 percent, with 40 percent being male. Table 7 shows the driver's safety belt use for 2001 through 2009 by gender.

Table 7
Driver's Safety Belt Use by Gender
2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009

Gender Year Freq. Percent	Driver's Gender									
	FEMALE					MALE				
YES	2009 1,814 76%	2008 1,904 74%	2007 1,725 76%	2006 710 71%	2005 1,976 70%	2004 1,771 65%	2003 1,943 68%	2002 1,614 63%	2001 838 61%	
NO	2009 569 24%	2008 653 26%	2007 543 24%	2006 297 29%	2005 843 30%	2004 960 35%	2003 902 32%	2002 967 37%	2001 541 39%	
TOTAL	2009 2,383 60%	2008 2,557 58%	2007 2,268 58%	2006 1,007 58%	2005 2,819 59%	2004 2,731 60%	2003 2,845 60%	2002 2,581 58%	2001 1,379 57%	
	2009 1,125 71%	2008 1,287 69%	2007 1,126 68%	2006 468 66%	2005 1,173 60%	2004 1,019 56%	2003 1,118 59%	2002 1,023 54%	2001 545 53%	
	2009 459 29%	2008 567 31%	2007 539 32%	2006 246 34%	2005 776 40%	2004 817 44%	2003 781 41%	2002 876 46%	2001 490 47%	
	2009 1,584 40%	2008 1,854 42%	2007 1,665 42%	2006 714 41%	2005 1,949 41%	2004 1,836 40%	2003 1,899 40%	2002 1,899 42%	2001 1,035 43%	

Table 7, Total

TOTAL										
YES	2009 2,939 74%	2008 3,191 72%	2007 2,851 72%	2006 1,178 68%	2005 3,149 66%	2004 2,790 61%	2003 3,061 65%	2002 2,637 59%	2001 1,383 57%	
NO	2009 1,028 26%	2008 1,220 28%	2007 1,082 28%	2006 543 32%	2005 3,149 66%	2004 1,777 39%	2003 1,683 35%	2002 1,843 41%	2001 1,031 43%	
TOTAL	2009 3,967 100%	2008 4,411 100%	2007 3,933 100%	2006 1,721 100%	2005 4,768 100%	2004 4,567 100%	2003 4,744 100%	2002 4,480 100%	2001 2,414 100%	

When broken down by type of vehicle, 70 percent of the passenger car drivers, 82 percent of the SUV drivers, 49 percent of the truck drivers and 84 percent of the van drivers were belted. Driver's safety belt use by vehicle type for 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, and 2009 are displayed in Table 8.

Table 8
Driver's Safety Belt Use by Vehicle Type
2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009

Restraint STATUS Frequency Percent	Driver	Restrained										Non-Restrained									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	2009	2008	2007	2006	2005	2004	2003	2002	2001		
Vehicle Type	Car	1,319 70%	1,426 67%	1,415 69%	617 64%	1,516 63%	1,649 60%	1,599 61%	1,476 56%	785 56%	569 30%	718 33%	624 31%	342 36%	892 37%	1,107 40%	1,014 39%	1,142 44%	624 44%		
	SUV	701 82%	766 79%	606 79%	218 29%	620 30%	373 35%	480 32%	351 37%	178 39%	156 18%	208 21%	158 21%	61 22%	242 28%	203 35%	164 25%	192 35%	94 35%		
	Truck	155 49%	168 50%	172 49%	76 48%	241 46%	183 41%	180 38%	168 37%	88 35%	160 51%	165 50%	180 51%	83 52%	284 54%	266 59%	292 61%	291 63%	166 65%		
	Van	764 84%	831 87%	658 85%	267 82%	772 79%	580 74%	802 79%	642 75%	332 70%	143 16%	129 13%	120 15%	57 18%	201 21%	20 26%	213 21%	218 25%	144 30%		
	Total	2,939 74%	3,191 72%	2,851 72%	1,178 68%	3,149 66%	2,785 61%	3,061 65%	2,637 59%	1,383 57%	1,028 26%	1,220 28%	1,082 28%	543 32%	1,619 34%	1,774 39%	1,683 35%	1,843 41%	1,031 43%		

Table 8, Total

Restraint STATUS Frequency Percent	Driver	Total									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	
Vehicle Type	Car	1,888 47%	2,144 49%	2,039 52%	959 56%	2,408 51%	2,756 60%	2,613 55%	2,618 58%	1,409 58%	
	SUV	857 22%	974 22%	764 19%	279 32%	862 66%	571 39%	644 35%	643 41%	275 43%	
	Truck	315 8%	333 8%	352 9%	159 9%	525 11%	449 10%	472 10%	459 10%	254 11%	
	Van	907 23%	960 22%	778 20%	324 19%	973 20%	782 17%	1,015 21%	860 19%	476 20%	
	Total	3,967 100%	4,411 100%	3,933 100%	1,721 100%	4,768 100%	4,567 100%	4,744 100%	4,480 100%	2,414 100%	

Another data element captured about the driver, in addition to gender and restraint use, was ethnicity. The ethnic origin was determined by the judgment of the survey team. Of the 3,967 drivers, 90 percent (3,574) were White, while 1 percent was Asian (30), 6 percent were African-American (221) and 4 percent were Hispanic (142). Figure 5 displays the frequency and percent of drivers by ethnic origin.

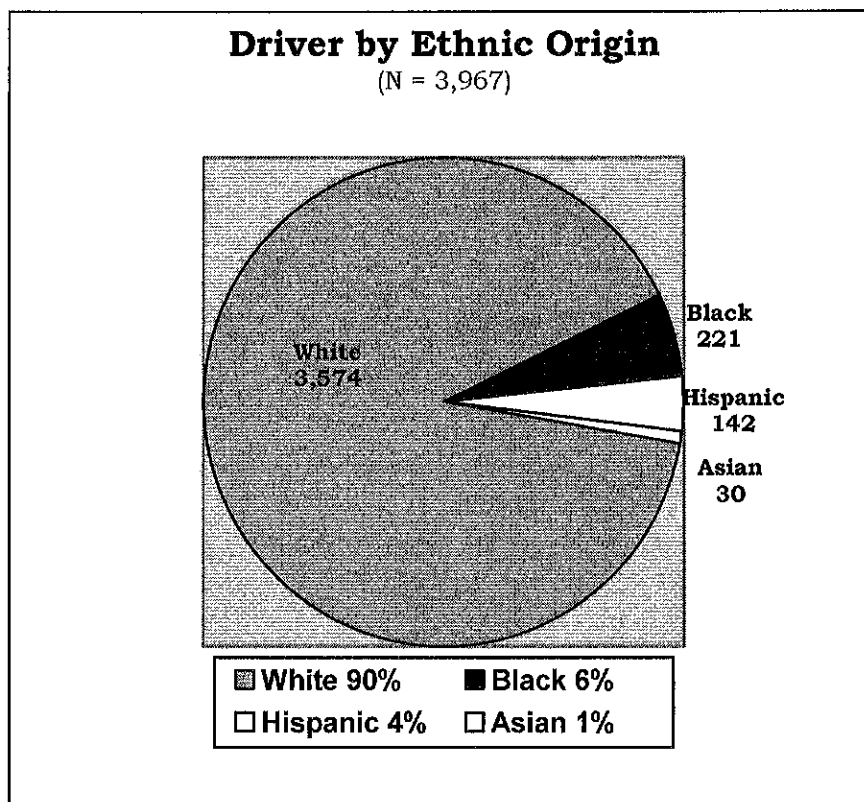


Figure 5: Driver by Ethnic Origin

Children were restrained for female drivers at 92 percent and for male drivers at 90 percent. Figure 6 shows child restraint use by the driver's gender.

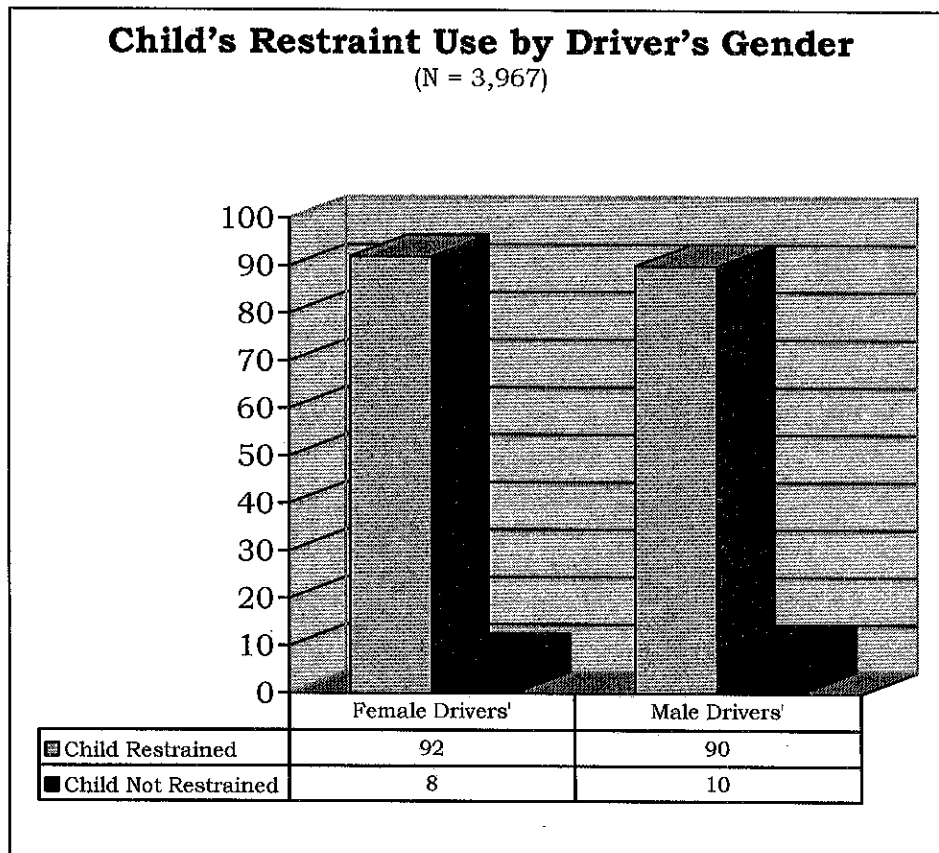


Figure 6: Child's Restraint Use by Driver's Gender

When the driver was belted, 98 percent of the children were also restrained. Accordingly, when the driver was not belted, 28 percent of the children were not restrained. Driver belt use by child's restraint use is illustrated in Figure 7.

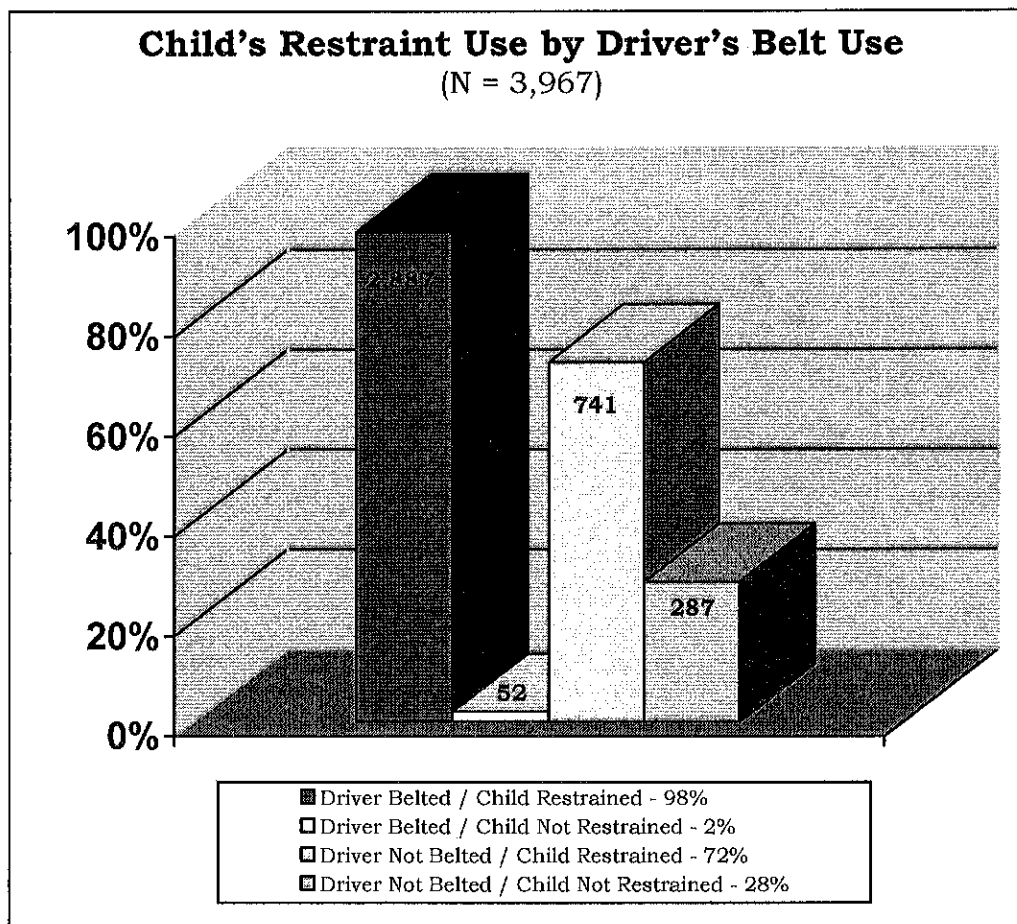


Figure 7: Child's Restraint Use by Driver's Belt Use

In vehicles with a second child in the targeted age range, 97 percent were restrained when the driver was belted. In contrast, when the driver was not belted, 30 percent of the children were not restrained. Of the 3,967 vehicles, 7 percent (266) were observed with multiple children in the targeted age range. Figure 8 depicts this information.

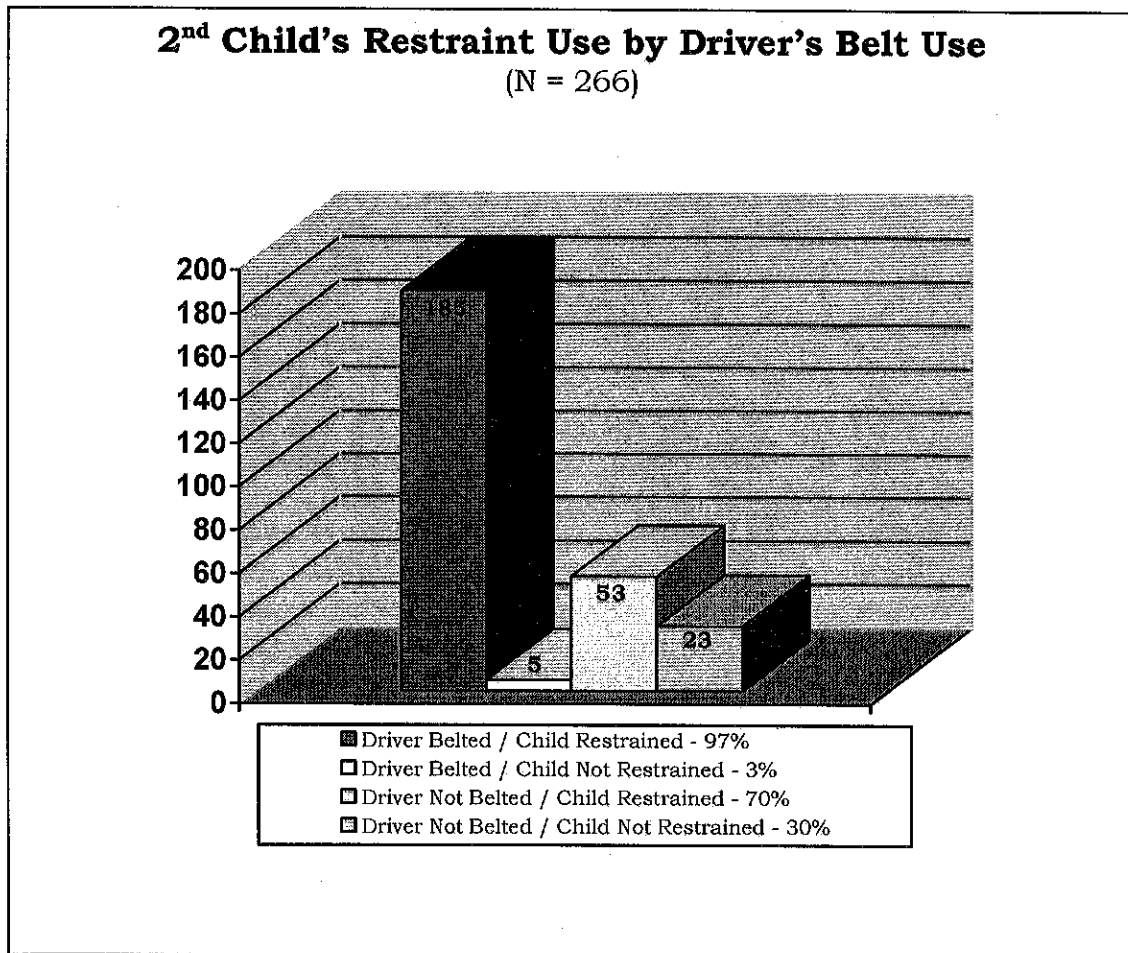


Figure 8: 2nd Child's Restraint Use by Driver's Belt

Table 9 shows the percentage of drivers' belted by ethnic origin. Based upon the observations at the 21 survey sites, only 51 percent of the African American drivers were belted. In contrast, the Hispanic and Asian drivers were belted 75 and 90 percent respectively. Overall belt use by all drivers was 74 percent.

Table 9
Driver's Safety Belt Use by Ethnic Origin
2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009

Restraint STATUS Freq. Percent	Driver	Restrained										Non-Restrained									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	2009	2008	2007	2006	2005	2004	2003	2002	2001	2009	2008
Ethnic Origin	White	2,694 75%	2,897 73%	2,563 73%	1,067 70%	2,833 67%	2,502 61%	2,785 66%	2,414 60%	1,266 59%	880 25%	1,065 27%	937 27%	467 30%	1,399 33%	1,588 39%	1,445 34%	1,625 40%	880 41%	880 25%	1,065 27%
	African American	112 51%	154 59%	164 59%	57 49%	187 53%	177 54%	179 49%	128 42%	78 38%	109 49%	109 41%	114 41%	59 51%	166 47%	152 46%	184 51%	176 58%	126 62%	109 49%	109 41%
	Hispanic	106 75%	108 71%	98 78%	28 78%	95 64%	77 72%	63 57%	61 65%	31 61%	36 25%	45 29%	28 22%	8 22%	53 36%	30 28%	48 43%	33 35%	20 39%	36 25%	45 29%
	Asian	27 90%	32 97%	26 90%	26 74%	34 97%	35 80%	34 85%	34 79%	8 62%	3 10%	1 3%	3 10%	9 26%	1 3%	8 20%	6 15%	21 38%	5 38%	3 10%	1 3%
	Total	2,939 74%	3,191 72%	2,851 72%	1,178 68%	3,149 66%	2,789 61%	3,061 65%	2,637 59%	1,383 5%	1,028 26%	1,220 28%	1,082 28%	543 32%	1,619 34%	1,778 39%	1,683 35%	1,843 41%	1,031 43%	1,028 26%	1,220 28%

Table 9, Total

Ethnic Origin	Driver	Total									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	2009
Ethnic Origin	White	3574 90%	3,968 90%	3,500 89%	1,534 89%	4,232 89%	4,090 89%	4,230 89%	4,039 90%	2,146 89%	3574 90%
	African American	221 6%	263 6%	278 7%	116 7%	353 7%	327 7%	363 8%	304 7%	204 8%	221 6%
	Hispanic	142 4%	153 3%	126 3%	36 2%	148 3%	107 2%	111 2%	94 2%	51 2%	142 4%
	Asian	30 1%	33 1%	29 1%	35 2%	35 1%	43 1%	40 1%	43 1%	13 1%	30 1%
Total		3,967 100%	4,411 100%	3,933 100%	1,721 100%	4,768 100%	4,567 100%	4,744 100%	4,480 100%	2,414 100%	3,967 100%

Table 10 and Figure 9 reflect the restraint status of the child by ethnic origin of the vehicle's driver. A total of 3,866 (91%) of the children were restrained.

Table 10

Child's Restraint Status by Ethnic Origin of the Driver
2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009

Restraint STATUS Frequency Percent	Driver	Restrained										Non-Restrained									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	2009	2008	2007	2006	2005	2004	2003	2002	2001	2009	2008
Ethnic Origin of Driver	White	3,564 93%	3,884 92%	3,359 90%	1,325 86%	3,781 83%	3,398 77%	3,546 76%	3,062 70%	1,534 67%	253 7%	342 8%	363 10%	209 14%	770 17%	1,021 23%	1,142 24%	1,295 30%	763 33%	253 7%	342 8%
	African American	153 65%	198 70%	194 66%	76 66%	265 68%	225 72%	199 50%	203 62%	89 40%	84 35%	8 30%	102 34%	40 34%	126 32%	97 28%	196 50%	127 38%	133 60%	84 35%	8 30%
	Hispanic	124 84%	133 82%	107 81%	28 78%	125 76%	94 77%	61 49%	71 72%	27 51%	23 16%	29 18%	25 19%	8 22%	39 24%	28 23%	64 51%	27 28%	26 49%	23 16%	29 18%
	Asian	25 78%	31 91%	28 93%	25 71%	35 92%	41 87%	33 70%	32 74%	8 62%	7 22%	3 9%	2 7%	10 28%	3 8%	6 13%	14 30%	11 26%	5 38%	7 22%	3 8%
	Total	3,866 91%	4,246 90%	3,688 88%	1,454 84%	4,206 82%	3,788 77%	3,839 73%	3,368 70%	1,658 64%	367 9%	460 10%	492 12%	267 16%	938 18%	1,152 23%	1,416 27%	1,460 30%	927 36%	367 9%	460 10%

Table 10, Total

Restraint STATUS Frequency Percent	Driver	Total									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	2009
Ethnic Origin of Driver	White	3,817 90%	4,226 90%	3,722 89%	1,534 89%	4,551 88%	4,419 89%	4,688 89%	4,357 90%	2,297 89%	3,817 90%
	African American	237 6%	284 6%	296 7%	116 7%	391 8%	352 7%	395 8%	330 7%	222 8%	237 6%
	Hispanic	147 3%	162 3%	132 3%	36 2%	164 3%	122 2%	125 2%	98 2%	53 2%	147 3%
	Asian	32 1%	34 1%	30 1%	35 2%	38 1%	47 1%	47 1%	43 1%	13 >1%	32 1%
	Total	4,233 100%	4,706 100%	4,180 100%	1,721 100%	5,144 100%	4,940 100%	5,255 100%	4,828 100%	2,585 100%	4,233 100%

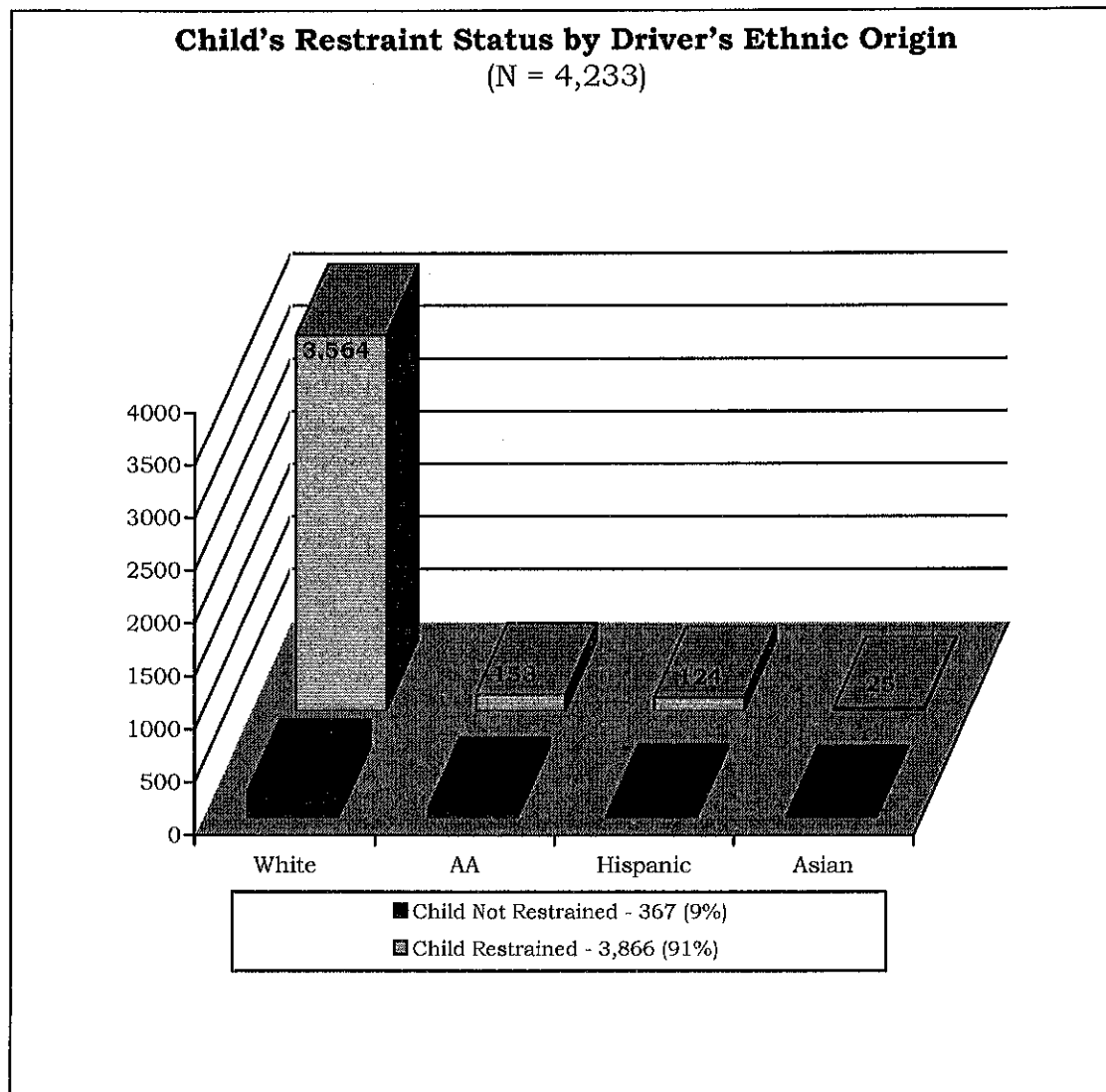


Figure 9: Child's Restraint Status by Driver's Ethnic Origin

Light duty trucks had the lowest child restraint use at 78 percent. Observed child restraint use increased in all types of vehicles in 2009, with the exception being Trucks, which decreased from 80 percent in 2008, to 78 percent in 2009. Table 11 and Figure 10 reflect these data.

Table 11
Child's Restraint Use by Vehicle Type
2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008 and 2009

Restraint STATUS Frequency Percent	Driver	Restrained										Non-Restrained									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	2009	2008	2007	2006	2005	2004	2003	2002	2001	2009	2008
Vehicle Type	Car	1,674 89%	1,995 86%	1,887 86%	917 81%	2,116 81%	2,278 77%	2,036 70%	1,945 69%	1,134 61%	214 11%	326 14%	307 14%	222 19%	504 19%	688 23%	875 30%	837 31%	712 39%	214 11%	326 14%
	SUV	824 96%	986 96%	734 93%	271 87%	779 84%	471 76%	567 81%	426 74%	237 72%	33 4%	42 4%	58 7%	39 13%	146 16%	148 24%	128 19%	151 26%	91 28%	33 4%	42 4%
	Truck	247 78%	272 80%	275 75%	118 67%	408 74%	344 72%	279 53%	332 66%	139 43%	68 22%	70 20%	91 25%	58 33%	145 26%	137 28%	243 47%	172 34%	181 57%	68 22%	70 20%
	Van	883 97%	993 98%	792 96%	355 94%	903 86%	677 79%	957 85%	665 72%	533 84%	24 3%	22 2%	36 4%	24 6%	143 14%	176 21%	170 15%	264 28%	98 16%	24 3%	22 2%
	Total	3,628 91%	4,246 90%	3,688 88%	1,661 83%	4,206 82%	3,770 77%	3,839 73%	3,368 70%	2,043 65%	339 9%	460 10%	492 12%	343 17%	938 18%	1,149 23%	1,416 27%	1,460 30%	1,082 35%	339 9%	460 10%

Table 11, Totals

Restraint STATUS Frequency Percent	Driver	Total									
		2009	2008	2007	2006	2005	2004	2003	2002	2001	2009
Vehicle Type	Car	1,888 47%	2,321 49%	2,194 52%	1,139 57%	2,620 51%	2,966 60%	2,911 55%	2,818 58%	1,846 59%	1,888 47%
	SUV	857 22%	1,028 22%	792 19%	310 15%	925 18%	619 13%	695 13%	577 12%	328 11%	857 22%
	Truck	315 8%	342 7%	366 9%	176 9%	553 11%	481 10%	522 10%	504 10%	320 10%	315 8%
	Van	907 23%	1,015 23%	828 20%	379 19%	1,046 20%	853 17%	1,127 21%	929 19%	631 20%	907 23%
	Total	3,967 100%	4,706 100%	4,180 100%	2,004 100%	5,144 100%	4,919 100%	5,255 100%	4,828 100%	3,125 100%	3,967 100%

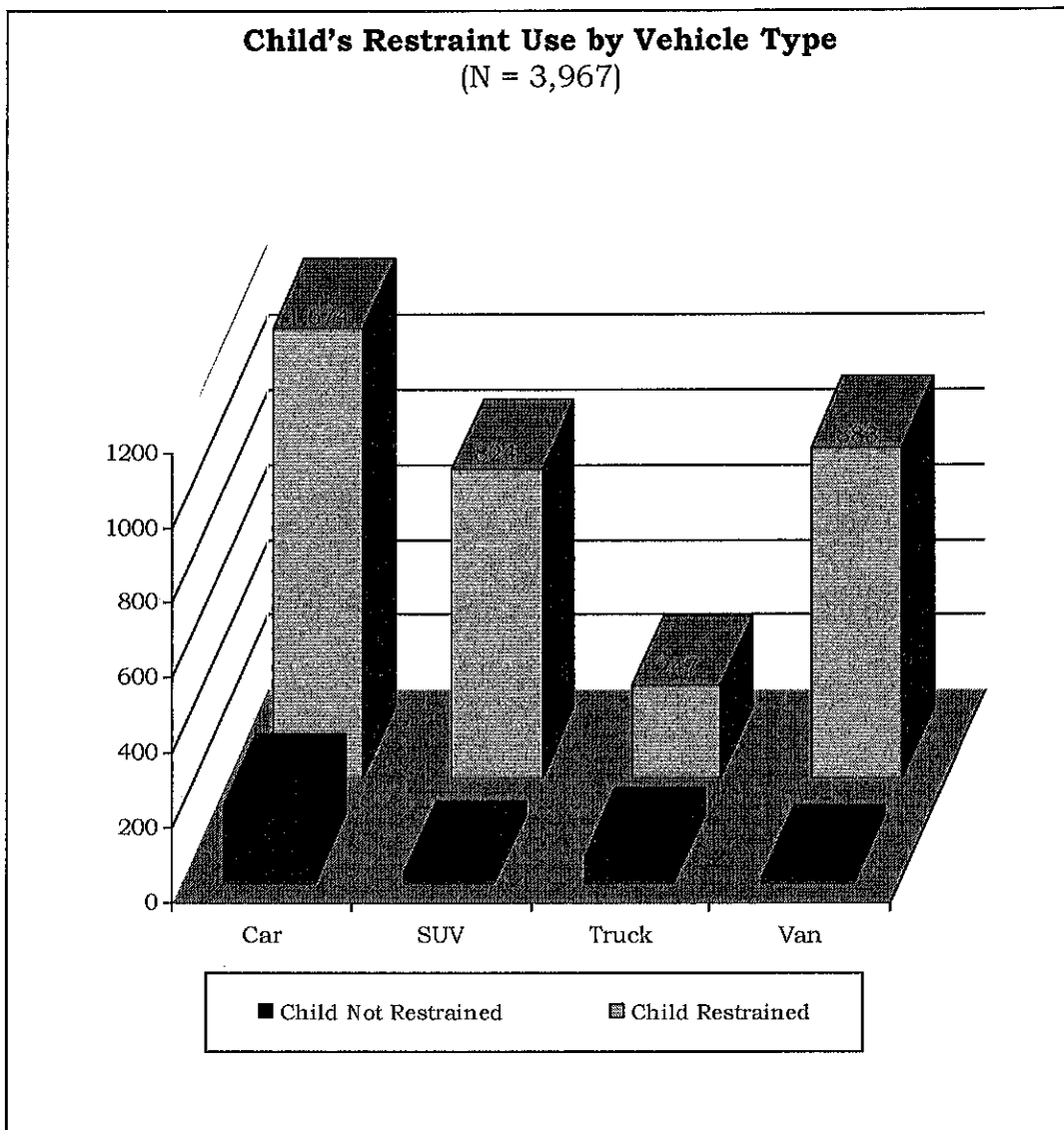
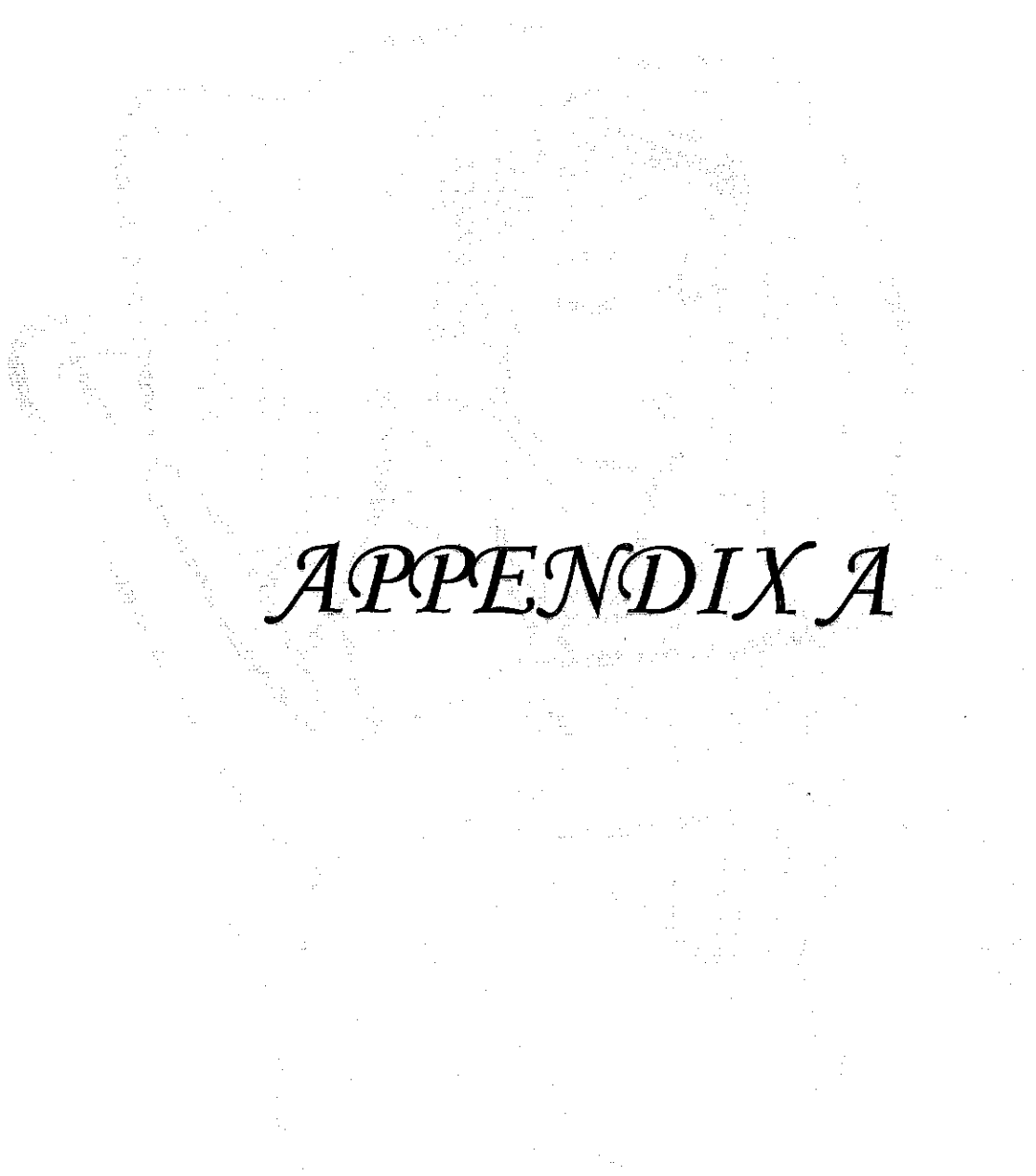


Figure 10: Child's Restraint Use by Vehicle Type



APPENDIX A

Child Safety Seat Survey Survey Methodology

The Missouri Division of Highway Safety requested the Missouri Safety Center to develop a methodology to conduct a statewide child safety seat survey. In preparation for the statewide survey, in 2001 a pilot test was conducted utilizing the proposed survey methodologies. It was determined that the child safety seat surveys would be conducted within the same 20 counties that were randomly selected for the statewide safety belt survey which comprise 85% of the state's population.

County Sampling Plan

The 20 counties were divided into two groups, urban and rural. Urban counties contain population of 50,000 or more, while rural counties contain less than 50,000. The counties selected for data sampling were:

Urban: St. Louis County

Jackson
Greene
Boone
St. Charles
Clay
Cape Girardeau

Rural:

Adair
Christian
Callaway
Camden
Johnson
Lafayette
Lawrence
Lincoln
Newton
Polk
Scott
Stoddard
Webster

To select the counties for the 2001 survey, a fish bowl approach was used. St. Louis County and Jackson County were automatically placed in the sample due to their population base. From the remaining five urban counties, two were randomly selected. Six rural counties were randomly selected from the pool of thirteen. The urban counties selected were St. Louis, Jackson, Greene, and St. Charles counties. Callaway, Camden, Lafayette, Lawrence, Scott and Webster counties were selected from the rural pool.

To expand the sample in 2002, additional counties were selected from both the urban and rural pools using the fish bowl approach. Boone and Clay were added to the urban group for a total of six counties. Adair, Jefferson, Johnson, Lincoln, Platte and Polk were added to the rural group. Sites were identified in a total of 18 counties. These same counties and corresponding sites were utilized in the 2009 survey.

Observation Sites

After the counties were selected, all the Wal-Mart stores were identified in each of the counties. If multiple stores were located in the county, Wal-Mart Super Centers were selected first due to their high traffic volumes. Most rural counties had only one Wal-Mart store. Wal-Mart stores were used as observation sites to reduce socio-economic and educational bias due to their broad customer base.

In the case of St. Louis and Jackson Counties, three sites were selected in Jackson and two in St. Louis. All other counties had at least one Wal-Mart store or Super Center; therefore, it was not necessary to identify alternate observational sites. A total of 21 sites were identified in the 18 counties. The 18 counties were Adair, Boone, Callaway Camden, Clay, Green, Jackson, Jefferson, Johnson, Lafayette, Lawrence, Lincoln, Platte, Polk, St. Charles, St. Louis, Scott, and Webster.

Data Collection

Two surveyors were used at each site. One recorded use or non use of child safety restraints, location of the seat, and type of seat for children under the age of four. The other recorded safety belt use by the driver and outboard passenger, as well as, the vehicle type, driver's gender and ethnic origin. Data were not collected on the correct use of the child restraint device. Vehicles qualifying for the survey included passenger vehicles, vans, sports utility vehicles and light duty trucks. Observation points at the selected stores were at or near the main entrance to the store.

Each observational period was two hours in length. Data were collected for six hours at each site between the following time periods: 9:00-11:00 am, 1:00-3:00 pm, and 5:00-7:00 pm. A total of 126 hours of observation was collected at the 21 sites. Most surveys were conducted on Friday, Saturday or Sunday with one collected on Monday, Tuesday and Wednesday. The weekend days were most frequently selected to improve the volume of traffic at each site.

Survey Team

The same two observers were used to collect data at 18 of the 21 survey sites. One of the two observers was at all 21 sites. Maintaining the same surveyors minimized the inconsistency in data collection techniques.

Operation

At each observational site, data collectors determined the main entrance of each store by observing traffic flow for a least a 10 minute period. Once determined, the survey team's vehicle was positioned to get the best visual view for determining restraint use. Observers recorded the restraint use of children under the age of four and safety belt use the driver and outboard passenger. All "qualifying" vehicles were counted regardless of the license plate state. Restraint use was recorded for children under the age of four regardless of their location in the vehicle.

A total of 120 minutes of observational time was collected at each survey site between the hours of 9:00-11:00 am, 1:00-3:00 pm and 5:00-7:00 pm.

Data Analysis

The observation forms were scanned using the Remark Software program. The SPSS System was then used to conduct the data analysis. Data were analyzed for the child, driver, passenger, and vehicle type. Percentages of child safety restraint use and driver/outboard front seat passenger safety belt use were then computed for each site and by county. Data were analyzed for the restrained and unrestrained child as well as the driver and outboard passenger. Demographic data including gender and ethnic origin of the driver were also summarized.

APPENDIX B

County: _____

Location: _____

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☐ ☐ 2
☐ ☐ 3
☐ ☐ 4
☐ ☐ 5
☐ ☐ 6
☐ ☐ 7
☐ ☐ 8
☐ ☐ 9

Time:

9-11 ☐

1-3 ☐

5-7 ☐

Observers: _____

	Vehicle Type				Driver		Driver		Passenger					
	Car	Truck	Van	Suv	Belted		Gender		Belted		X	Y	Z	
					Yes	No	M	F	Yes	No				
1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

Sheet: ☐

County: _____

Location: _____

☐ ☐ 0
☐ ☐ 1
☐ ☐ 2
☐ ☐ 3
☐ ☐ 4
☐ ☐ 5
☐ ☐ 6
☐ ☐ 7
☐ ☐ 8
☐ ☐ 9

Time:

9-11 ☐

1-3 ☐

5-7 ☐

Observers: _____

Vehicle	Child		Location		Restraint Type				No Restraint			
	1	2	Front	Back	Forward	Rear	Booster	SB	Standing	Lap	Lying	Sitting
1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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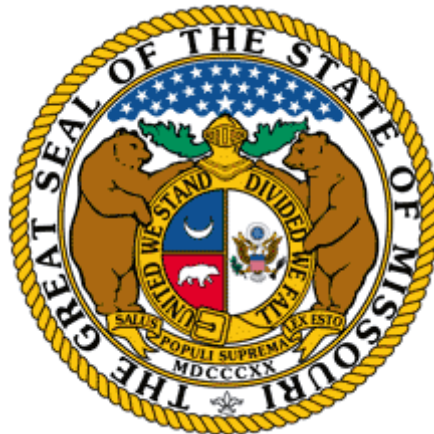
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Appendix C

MISSOURI

Occupant Protection Program Assessment

March 31 – April 4, 2014



ASSESSMENT TEAM MEMBERS

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This assessment could not have been conducted without the guidance and involvement from the National Highway Traffic Safety Administration's regional and headquarters staff: Susan DeCourcy, Janice Hartwill-Miller, Amy Schick and Laura Dunn; and support from their supervisors, Region 7 Administrator Chris Murphy and Occupant Protection Division Chief Maria Vegega. Special thanks also goes to Laura Nichols, who served as the administrative consultant for this assessment.

Notes:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites, and other materials. Sources may not be consistent. Some copyrighted material has been used under the "Fair Use" Doctrine of the U.S. copyright statute.

ASSESSMENT BACKGROUND

The purpose of the Occupant Protection Program Assessment is to provide the State of Missouri with a comprehensive review of its occupant protection program by identifying strengths, accomplishments, and challenges. In addition to using data and other resources, this report provides valuable insights for occupant protection program planning.

The assessment process provides a systematic approach for measuring progress by following the format of the *Uniform Guidelines for State Highway Safety Programs, Guideline No. 20, Occupant Protection* (November 2006). These guidelines offer direction to states in formulating their plans for highway safety efforts that are supported with 23 U.S.C. Section 402 (State and Community Highway Safety), 23 U.S.C. Section 405(b) (Occupant Protection) and other grant funds. The guidelines provide a framework for developing a balanced highway safety program and serve as a tool with which states can assess the effectiveness of their own programs.

All states, in cooperation with their political subdivisions, should have a comprehensive occupant protection program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, aggressive enforcement, public information, education, and incentives is necessary to achieve lasting increases in occupant protection usage, which will prevent fatalities and decrease the number and severity of injuries.

The National Highway Traffic Safety Administration (NHTSA) staff facilitated the Occupant Protection Program Assessment. Working with the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS), NHTSA recommended a team of five individuals with proven expertise in various aspects of occupant protection program development, implementation, and evaluation. Efforts were made to select a team that reflected the needs and interests expressed by OHS.

The assessment consisted of a thorough review of state-provided occupant protection program briefing materials and interviews with state and community-level program directors, coordinators, advocates, law enforcement personnel, and OHS staff. The conclusions drawn by the assessment team were based primarily upon the facts and information provided in the briefing materials and by the various experts who made presentations to the team.

Following completion of the interviews on Wednesday, April 2, 2014, the team convened to review and analyze the information presented. On Friday, April 4, 2014, the team briefed OHS and other invited guests on its findings and discussed major points and recommendations.

The assessment team noted that many occupant protection and general traffic safety activities are conducted throughout Missouri. It is not the intent of this report to thoroughly document all of these successes, nor to give credit to the large number of individuals at all levels who are dedicated to traffic safety. By its very nature, the report focuses on areas where further improvements can be made. Please consider this report as constructive criticism. It is an attempt to provide assistance at all levels for improvement, which is consistent with the overall goals of assessments.

This report is a consensus report. The recommendations provided are based on the unique characteristics of Missouri and what the assessment team members believe Missouri, its political subdivisions, and partners can do to improve the reach and effectiveness of the occupant protection program.

Missouri conducted a NHTSA occupant protection assessment in 2009. In addition to utilizing this current assessment report for occupant protection planning, the team strongly encourages OHS to continue using the 2009 assessment recommendations. Some recommendations from the previous assessment are now reinforced in this document to highlight their importance and reinforce that their implementation is key to improving Missouri's occupant protection program.

This Occupant Protection Program Assessment Report is not a NHTSA document and it belongs to OHS. Missouri is strongly encouraged to use the assessment report as the basis for making program improvements, assessing legislative priorities, providing additional training opportunities, evaluating funding priorities, and shaping future strategic highway safety plans.

EXECUTIVE SUMMARY

The state of Missouri, in cooperation with the National Highway Traffic Safety Administration (NHTSA), initiated an Occupant Protection Program Assessment. During the February 14, 2014 pre-assessment conference call, the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) asked the team of independent experts to identify practical strategies that a secondary enforcement law state can utilize to increase overall seat belt usage, strategies to increase teen seat belt use, and innovative enforcement approaches. Particular attention was given to these areas.

Recommendations from this assessment are intended to guide OHS toward improvements in program management; regulations, legislation and policy; law enforcement; communication; occupant protection for children; outreach; and data and evaluation.

OHS, the Missouri Coalition for Roadway Safety, and other dedicated partners are committed to improving highway safety. By 2016, Missouri is committed to having 700 or fewer traffic fatalities on its roadways.

OHS guides Missouri's overall highway safety program, identifies the most critical statewide traffic safety needs, awards and monitors highway safety grants, and coordinates high visibility enforcement mobilizations such as Click It or Ticket/Click It for Life. OHS takes a thorough approach in assessing the state's occupant protection challenges that run the gamut, from decreasing the overall number of crashes (fatal, injury and property damage only) to reducing unrestrained fatality crashes and increasing observed seat belt use rates. OHS relies heavily on performance management and observational surveys to assess program efficacy.

Since 2005, Missouri has seen a 40 percent reduction in motor vehicle fatalities. In 2013, 757 people were killed in traffic crashes, the lowest number since 1945. Despite this noteworthy progress, Missouri has struggled to see meaningful increases in its seat belt use rate over the past ten years, ranging from 76 percent in 2004 to 80.1 percent in 2013. Missouri's teen seat belt usage rate stands at 67 percent. In 2013, sixty-three percent of all vehicle occupants fatally injured were unbelted and nearly 8 out of 10 vehicle occupants age 15-25 died unrestrained.

With 33,000 miles of state-owned and maintained roadways, Missouri's state road system is the 7th largest in the country. Roughly 75 percent of fatalities occur on the major state-owned roads. The "off (county/city) system" consists of 96,000 road miles. Similar to national trends, Missouri seat belt use compliance in rural areas is generally lower than more populated areas. Young men, pickup truck drivers and minorities are also less likely to buckle up.

Missouri, known as the "Show-Me State", has highly varied geography and is the 21st largest and the 18th most populous of the 50 United States. According to the 2010 U.S. Census, more than six million people live in Missouri with over half of Missourians residing within the St. Louis and Kansas City metropolitan areas.

Recently, MoDOT underwent significant staffing reductions. OHS was not immune to these reductions. Despite the staffing downsize, OHS manages more than 400 contracts with a \$3.4 million contracted budget in FY 2014 for occupant protection.

The state of Missouri has a secondary enforcement seat belt law for adults in the front seat of passenger vehicles. There is no seat belt law for adult rear seat occupants. With little political will at the state level, largely due to freedom of choice concerns, Missouri's prospect of upgrading to primary enforcement at the current time is bleak. To Missouri's credit, the state leads the way in enacting local primary enforcement seat belt law ordinances. Currently 21 percent of Missouri's population is covered by 39 local primary belt ordinances. This offers a unique opportunity to mitigate secondary law enforcement challenges and reduce serious injuries and fatalities on Missouri's roadways.

While there are a number of dedicated CPS professionals in Missouri, opportunity exists to better reach children between the ages of 8 and 18.

With 114 counties and more than 600 law enforcement agencies in the state, OHS has three staff liaisons that work to recruit and maintain enforcement agencies to participate in year round and/or mini-grant opportunities. Given the diversity of Missouri's police departments, ranging from larger metropolitan departments which are very traffic-minded to smaller sheriffs' offices that opt not to enforce traffic safety, opportunity exists to educate more law enforcement personnel on the importance of buckling up.

Further opportunity exists to refine the target audiences and educate minority and higher-risk groups through traditional and non-traditional communication mediums.

Despite Missouri's many challenges, OHS staff and those interviewed as part of this assessment are dedicated to improving highway safety for all Missourians. Each person brings his or her own unique expertise and experience that should be leveraged to the fullest capacity.

Using occupant protection is the single most effective habit Missourians can do to protect themselves in a crash and *Arrive Alive*. Based on the fundamental elements of the *Uniform Guidelines for State Highway Safety Programs for Occupant Protection*, this assessment report identifies Missouri's strengths and challenges and provides recommendations for the major occupant protection program areas.

KEY RECOMMENDATIONS

*(Note: Key Recommendations are **BOLDED** in each individual section)*

- **Task regional coalitions and the Occupant Protection Subcommittee of the Missouri Coalition for Roadway Safety with the creation, development, and implementation of new initiatives in occupant protection.**
- **Develop the will for political change through grassroots community advocacy, leveraging influential organizations, and generating visible public and private support.**
- **Establish a Law Enforcement Liaison (LEL) program. The position(s) should be staffed by former law enforcement personnel who have the ability to garner the support of law enforcement executives to work toward the highway safety goals of OHS. The LELs should also be able to coordinate and facilitate training programs to better inform the law enforcement community about highway safety concerns, practices and procedures.**
- **Enforcement of occupant protection laws needs to be emphasized on a year-round basis. Law enforcement agencies should make enforcement of these laws a priority of their patrol personnel on a daily basis.**
- **Conduct a Child Occupant Protection Observational Survey for the entire 0 to 18 year old spectrum for a baseline.**
- **Conduct an annual Child Passenger Safety (CPS) conference/summit to update technicians, provide opportunities for re-certification and CEUs, and foster networking opportunities.**
- **Explore alternative funding sources to purchase child safety seats for distribution programs.**
- **Establish strong partnerships with organizations such as the statewide Parent Teacher Association (PTA) or local PTAs and the state or local chapters of American Academy of Pediatricians (AAP) to distribute occupant protection education materials to parents.**
- **Establish new partnerships with large employers in the state to distribute occupant protection safety education materials. Provide large employers with model seat belt use policies to implement for employees.**
- **Create partnerships and implement occupant protection programs with faith-based organizations.**
- **Use surveys/questionnaires to track message retention and behavior changes after public information and education campaigns are conducted.**

KEY RECOMMENDATIONS (continued)

- Use evidence-based research to raise support among the general population, legislators and other community leaders for primary enforcement laws.
- **Evaluate the effectiveness of local primary ordinances across the state of Missouri.**
- Do more in-depth analyses of unbelted fatalities and disabling injury crashes occurring at nighttime.
- Ensure that evaluation results are an integral part of program planning and problem identification. Evaluate the effectiveness of all current occupant protection programs including inputs and results.

1. PROGRAM MANAGEMENT

GUIDELINE:

Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The Missouri Occupant Protection Program is administered by the Office of Highway Safety (OHS) in the Traffic and Highway Safety Division of the Missouri Department of Transportation (MoDOT) with highly experienced and dedicated traffic safety professionals.
- The Missouri Coalition for Roadway Safety (MCRS) serves as the state traffic safety coalition for goal-setting, planning, and coordination. The MCRS is composed of an executive committee, ten state-level subcommittees, and seven regional coalitions.
- Regional coalitions are composed of a variety of traffic safety professionals, volunteers, and advocates. Participants report that satisfaction in and effectiveness of the coalitions are high to very high.
- The Executive Committee of the MCRS provides the leadership for Missouri's Strategic Highway Safety Plan (SHSP), entitled *Missouri's Blueprint to Save More Lives*.
- The SHSP identifies the vision, mission, and goal for traffic safety in Missouri:

Vision: Continuously Moving Missouri toward Zero Deaths
Goal: 700 or Fewer Fatalities by 2016
Mission: To make travel on Missouri's roadways safer through a partnership of committed local, state, federal, public and private organizations.
- "Increasing Safety Belt Use" is among the nine strategies in the SHSP to reduce traffic injuries and fatalities. The SHSP also incorporates "Unrestrained Drivers and Occupants" as

a focus area. A comprehensive core of strategies for this focus area includes education, enforcement, engineering, and public policy.

- Six identified and measurable performance measures are tracked to determine the progress of occupant protection programs.
- The State has selected a goal to increase statewide seat belt usage by two percentage points annually such that an 87 percent rate is achieved by 2015.
- OHS includes a designated Occupant Protection Coordinator. The Coordinator is an experienced grant manager and traffic safety leader.
- The Executive Committee of the MCRS approved the establishment of a statewide Occupant Protection Subcommittee. The subcommittee will be chaired by the State Occupant Protection Coordinator within OHS. It is planned to be implemented by July 1, 2014.
- In FY 2014, OHS planned to develop a multi-year strategic plan for occupant protection in conjunction with an Occupant Protection Summit. The goal is to complete this plan by July 1, 2014.
- OHS is working with the Centers for Disease Control and Prevention (CDC) to support the strategic planning process. CDC is interviewing various persons in the state, to be followed by a workshop, and concluding with a report with recommendations and results.
- According to the 2014 Highway Safety Program Cost Summary (June 2013), a significant amount of funds has been planned to support occupant protection efforts. These include, but aren't limited to:

2014 Planned Occupant Protection Funds		
Federal Fund Source	Amount	State/local
Section 402 (OP)	\$ 870,149	
MAP-21 (Section 405b)	\$ 900,000	\$ 225,000
Section 2011	\$ 504,462	\$ 264,500
TOTAL	\$ 2,274,611	\$ 489,500

[These amounts do not include, for example, Community Traffic Safety projects (\$208,130), Safe Communities projects (\$179,287), and Child Restraint projects (\$80,000).]

- Additional resources are available to local projects through the regional MCRS coalitions. The regional coalitions develop traffic safety plans and manage state funds for projects to implement those plans. These projects for enforcement, public information and education supplement and support state programs and campaigns.
- The state occupant protection program takes a comprehensive approach that combines program management, legislative and policy efforts, law enforcement, public information and education, child passenger safety, and program evaluation.

- Based on crash data and observational surveys, identified primary target groups for occupant protection include teens, rural drivers and passengers, young males, and pickup truck drivers.
- In support of the grant application process, OHS conducts regional workshops for existing and potential grantees. Packets and information that include instructions and traffic crash data are provided to attendees.
- OHS developed and implemented a grants management system that now provides web-based processes for grant application submissions, contract development, enforcement reporting, and vouchering. Users consider this system to be easy to use and helpful. Additional components are in development for reporting and training.
- Project selection is based on multiple factors to help determine the potential for project success. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (NHTSA) serves as a reference document for project development and selection.
- Project ideas come from a variety of sources such as sharing with other states, research reports, and meetings and events such as the national Lifesavers traffic safety conference.
- Consolidation of the administration of Click It or Ticket mini-grants with the Missouri Safety Center eases the time spent on basic grant management tasks by OHS staff for this program while maintaining quality control and oversight.

1B. CHALLENGES

- In 2012, OHS was reduced by six full time employees (FTEs) as part of an overall 19 percent staff reduction for MoDOT.
- The designated occupant protection coordinator does not spend 100 percent of staff time on occupant protection but also carries significant responsibility in law enforcement coordination and grant management.
- The designated child passenger safety coordinator spends up to 20 percent of time on activities other than occupant protection.
- Successful projects have operated in pockets of the State for several years but have not expanded statewide. These projects, such as Battle of the Belts in various high schools, are time and personnel intensive. With limited staff at the state and regional level, it is difficult to grow these types of programs.
- Due to programming constraints, it is difficult to create, develop, and implement new initiatives that could energize the public and the highway safety community.

- While there are numerous meetings and traffic safety conferences, there has not been a state conference that focuses specifically and solely on occupant protection programs and issues.
- Different funding streams result in multiple applications and grants to the same grantee. Grant program complexity may mean additional staff time for all involved.

1C. RECOMMENDATIONS

- Incorporate recommendations from this assessment and the Centers for Disease Control and Prevention (CDC) initiative in developing the State's comprehensive occupant protection strategic plan.
- Conduct a functional job analysis for an occupant protection coordinator to determine what tasks are essential to Office of Highway Safety (OHS); contract, grant, or transfer functions to create a full-time occupant protection coordinator position within OHS.
- Expand identified, successful projects statewide.
- **Task regional coalitions and the Occupant Protection Subcommittee of the Missouri Coalition for Roadway Safety with the creation, development, and implementation of new initiatives in occupant protection.**
- Conduct a state conference for current and new partners in occupant protection; use this conference to gain renewed commitment to occupant protection programs and policies.
- Continue to simplify and streamline grant management processes.
- Continue development and increase use of the online grants management system.

2. LEGISLATION/REGULATION AND POLICY

GUIDELINE:

Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*

Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in

2A. STRENGTHS

- Missouri was among the first states to adopt a seat belt law, implementing secondary enforcement legislation in 1985.
- There are committed, dedicated and persistent safety advocates in the State, including the top leadership of the Missouri Department of Transportation, who continue to promote occupant protection and support policy initiatives. For example, the former president of the St. Louis Area Police Chiefs Association was instrumental in obtaining a primary enforcement ordinance for the city of Creve Coeur.
- Thirty-eight cities and one county have passed local ordinances which permit traditional (i.e., primary) enforcement. These ordinances cover over 1 million people, 21 percent of

Missouri's population. The safety advantages and cost savings of implementing primary enforcement have been persuasive in the passage of these ordinances.

- Factual information regarding state law and the potential of primary enforcement and a higher fine is provided to the public and to state legislators.
- Significant planning documents, such as *Missouri's Blueprint to Save More Lives*, have reiterated the safety community's commitment to upgrade state and local requirements by designating key strategies to:
 - enact a primary safety belt law.
 - expand the number of local primary safety belt ordinances.
- Occupant protection legislation covers all drivers and front seat passengers (Section 307.178 RSMo), persons less than eighteen years of age operating or riding in a truck (Section 307.178 RSMo), and a child less than sixteen years of age (Section 307.179 RSMo).
- Under designated circumstances, failure to wear a safety belt may be admitted in a case to mitigate damages.
- The State's child passenger safety law (Section 307.179 RSMo) requires use of an appropriate child passenger safety system which meets federal standards for:
 - Children less than four years of age, regardless of weight, and
 - Children weighing less than 40 pounds, regardless of age.
- Section 307.179 RSMo requires use of an appropriate restraint system or booster seat which meets federal standards for children at least four years of age but less than eight years of age who also weigh at least 40 pounds but less than 80 pounds and who are also less than four feet nine inches tall.
- Section 307.179 RSMo requires use of a vehicle safety belt or appropriate booster seat which meets federal standards for children at least 80 pounds or more than four feet nine inches tall.
- Violation of subsections of Section 307.179 RSMo for children less than or equal to 80 pounds or less than or equal to four feet nine inches tall may result in a fine of up to \$50 plus court costs.
- Lincoln County, Missouri, has an ordinance prohibiting the sale of used car seats. This is the only ordinance of its kind in the country.
- The Highway and Transportation Commission is charged with implementing a program to educate and ensure compliance with the State's occupant protection laws.

- Missouri law (Section 304.665 RSMo) prohibits a person under 18 years old from riding in the unenclosed bed of a truck with a licensed gross weight of less than 12,000 pounds.
- Under Missouri's graduated driver licensing (GDL) provisions (Section 302.178 RSMo):
 - An intermediate driver's license requires that the driver and all passengers wear seat belts at all times.
 - Some limited restrictions are made on permissible nighttime driving. An intermediate driver's license holder is prohibited from driving between the hours of 1:00 a.m. and 5:00 a.m. unless accompanied by a legally-designated individual unless the travel is to or from school or educational program or activity, a regular place of employment or in emergency situations as defined by regulation. (See also "Challenges" below.)
 - For the first six months of an intermediate driver's license, there may be only one passenger under the age of 19 who is not a member of the holder's immediate family. After the first six months, there may be no more than three passengers under 19 years of age who are not members of the holder's immediate family.
- State of Missouri Administrative Policy (SP-4, Revised May 15, 2008) requires that all occupants of state vehicles or private vehicles operated on state business "shall use safety restraints where equipped".
- According to the Missouri Department of Transportation Employee Handbook (September 2013), employees are required to use seat belts when driving or riding in a department vehicle.
- The Office of Highway Safety (OHS) requires all grantees to have an employee seat belt policy.
- Research specific to Missouri - *Evaluation of a County Enforcement Program with a Primary Seat Belt Ordinance: St. Louis County, Missouri* (NHTSA 2010) and *Estimated Minimum Savings to the Medicaid Budget in Missouri by Implementing a Primary Seat Belt Law* (NHTSA 2007) - has documented the advantages of primary enforcement in lives saved, injuries prevented, and cost savings.
- Federal commercial motor vehicle regulation (§392.16: Use of seat belts) requires that a commercial motor vehicle which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly.
This regulation is supported by the Commercial Motor Vehicle Safety Program which provides funds for inspection, enforcement, and education.
- OHS is developing the *Primary Safety Belt Ordinance Toolkit* to assist local governments in adopting primary seat belt ordinances. The toolkit includes a model primary seat belt ordinance, crash data, maps, and seat belt survey results.

2B. CHALLENGES

- Since first passed in 1985, Missouri has been unable to upgrade its seat belt law to allow for standard enforcement. Therefore, despite the fact that failure to wear a seat belt is illegal, law enforcement is unable to appropriately and adequately enforce the law.
- The political climate and belief in the primacy of personal freedom have not been conducive to passing upgrades to the State's occupant protection laws. According to the Highway Drivers Survey (Missouri Department of Transportation 2012), about half of respondents wish to keep the seat belt law as secondary (51 percent) and prefer to keep the penalty as is (52.9 percent).
- There has not been sufficient, influential support from certain individual leaders, such as some state and local elected officials and powerful professional and business organizations, to achieve legislative change.
- Missouri's occupant protection legislation does not meet the following requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 405(b) grant program and increase occupant protection:
 - The State must provide for imposition of a fine of not less than \$25 per unrestrained occupant. Missouri's seat belt law (Section 307.178 RSMo) provides for a fine not to exceed \$10. Section 307.179 (2) (4) RSMo, requiring use of a seat belt or booster seat for children at least 80 pounds or more than four feet nine inches tall, also provides for a fine not to exceed \$10. A \$10 fine is the lowest in the country and is generally considered insufficient to influence those who fail to wear a seat belt.
 - There must be no gaps in coverage in the State occupant protection laws. Missouri law does not cover back seat occupants in passenger vehicles 16 years or older. Pickup truck drivers and passengers 18 years of age or older are also exempt.
- Under Section 307.178 RSMo, no court costs may be imposed for failure to use a seat belt.
- No points on a person's driver license may be assessed for violating the seat belt law.
- Charges for violation of Section 307.178 (1), (2), or (3) shall be dismissed or withdrawn if the driver, prior to or at hearing, provides satisfactory evidence of acquisition of child passenger restraint system or child booster seat. It is unknown as to what is required to show "satisfactory evidence of acquisition". Correct installation is not required and may not be expected.
- Several exemptions in Missouri law (Section 304.665 RSMo) allow passengers under 18 years old to ride in the unenclosed bed of a pickup truck under certain circumstances. Exemptions include, but are not limited to:

- roads that are not part of the state or federal highway system or within the corporate limits of any city;
 - if there is any means to prevent or secure a passenger from being thrown, falling or jumping from the truck; and
 - if the truck is being operated solely for the purposes of participating in a special event and there is a lack of available seating. A “special event” is “a specific social activity of a definable duration which is participated in by the person riding in the unenclosed bed”.
- The State’s Graduated Drivers License (GDL) provisions do not appear to meet the requirements to qualify Missouri for the State GDL Grant Program (Section 1200.26) of MAP-21. For example, the Interim Final Rule (IFR) imposes a restriction on nighttime driving between 10 p.m. through 5 a.m. when intermediate drivers are most at risk. While the IFR allows exceptions in the case of emergency, it does not permit other exceptions during the restricted driving hours. Missouri provisions do not meet these specifics as noted above.
 - Provisions for a temporary instruction permit prior to an intermediate driver’s license (Section 302.130 RSMo) do not include any passenger restrictions or nighttime driving restrictions or incorporate seat belt use requirements.
 - Driver education, other than behind-the-wheel instruction, is not required to obtain a driver license in Missouri.
 - A local seat belt ordinance with primary enforcement has been challenged in court. A circuit court upheld the validity and constitutionality of the ordinance. However, the decision of the circuit court has been appealed. At the time of this assessment, a decision on the appeal had not been made.

2C. RECOMMENDATIONS

- **Develop the will for political change through grassroots community advocacy, leveraging influential organizations, and generating visible public and private support.**
- Provide for standard primary enforcement statewide for all occupant protection laws.
- Increase the fine for occupant protection laws that currently allow for a maximum \$10 fine to a minimum of \$25.
- Ensure there are no age gaps in the State’s occupant protection laws.
- Allow court costs to be imposed for violations of the State’s occupant protection laws.
- Attach points to a driver license for violation of occupant protection laws.

- Reduce the number of exemptions that allow young passengers to ride in the open bed of a pickup truck.
- Determine whether child passenger violations are waived on the presentation of a purchase receipt or car seat; encourage judges and prosecutors to work toward requiring a child passenger safety technician's determination of an appropriate child restraint properly installed prior to waiver of a fine.
- Upgrade graduated driver licensing requirements to comply with the State Graduated Driver Licensing Grant Program (MAP 21), including a restriction on nighttime driving between 10 p.m. through 5 a.m. for intermediate drivers.
- Require in-class driver education to qualify for a driver license for those under the age of 18.
- Distribute a *Primary Safety Belt Ordinance Toolkit* to assist local governments considering a primary ordinance.

3. LAW ENFORCEMENT

GUIDELINE:

Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Utilization of Law Enforcement Liaisons (LELs), for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- The Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) requires all law enforcement agencies applying for grant funds to have a seat belt use policy within their agencies. There is a specific block on the electronic application for funds that must be marked in the affirmative indicating such a seat belt use policy exists.
- There is strong law enforcement participation during national and state occupant protection mobilizations, i.e. Click It or Ticket and Youth Safety Belt Enforcement Campaign.
- Crash trend updates are regularly distributed throughout the state by OHS.
- Electronic crash reporting provides a means for near real-time crash data and the ability to more quickly identify problem areas.
- Law enforcement agencies are permitted to conduct vehicle equipment and licensing checkpoints during which enforcement of occupant protection laws may take place.

- The Missouri State Highway Patrol (MSHP) has a zero tolerance policy toward occupant protection enforcement which requires troopers to cite violators of the state's occupant protection laws when a traffic stop is made upon other probable cause.
- Seat Belt Convincers and rollover simulators are available for demonstrations through the MSHP and some local agencies.
- There are 39 jurisdictions within Missouri that have adopted local ordinances that enable their law enforcement officers to enforce seat belt violations as a primary offense.
- MoDOT provides signs to local jurisdictions that have adopted primary seat belt enforcement ordinances to help advertise that seat belt violations may be enforced as a primary offense.
- OHS has an online reporting system for law enforcement agencies to report their activities during occupant protection mobilizations.
- Many law enforcement agencies participate in one of the seven regional roadway safety coalitions.
- OHS holds an annual Highway Safety Conference for law enforcement officers that includes educational sessions on occupant protection.
- Electronic ticketing (e-ticketing) is available to many law enforcement officers which enables them to more efficiently issue citations for multiple violations.
- Law enforcement agencies throughout the State work closely with one another and the MSHP.
- Funding for law enforcement is available through both OHS and the Missouri Roadway Safety Coalition.

3B. CHALLENGES

- OHS does not have a Law Enforcement Liaison (LEL) program. Existing staff must undertake the role of liaison in addition to their administrative and programmatic responsibilities. This limits the frequency with which they can interact with and assist those law enforcement agencies who may be struggling in achieving advances in occupant protection usage rates. Personnel with a law enforcement background would garner greater cooperation and more participation from law enforcement partners.
- There appears to be a lack of year-round enforcement of occupant protection laws outside of enforcement waves where grant funding is available to pay for overtime.

- In law enforcement agencies with specialty traffic enforcement units, most enforcement for occupant protection violations comes from the few officers assigned to those units rather than from the vastly larger number of personnel assigned to uniformed and other patrol functions.
- While most, if not all, law enforcement agencies have written policies requiring their personnel to use seat belts when operating department vehicles, there are still officers who do not regularly wear their seat belts while on duty and their departments do not fully enforce department regulations requiring usage.
- Confusion exists among law enforcement personnel regarding child passenger safety laws. This likely contributes to some reluctance in taking enforcement action.
- There appears to be no clear plan for nighttime enforcement of occupant protection laws.
- Enforcement data appears to be collected for only that enforcement conducted on OHS funded overtime or during OHS enforcement campaigns.

3C. RECOMMENDATIONS

- **Establish a Law Enforcement Liaison (LEL) program. The position(s) should be staffed by former law enforcement personnel who have the ability to garner the support of law enforcement executives to work toward the highway safety goals of OHS. The LELs should also be able to coordinate and facilitate training programs to better inform the law enforcement community about highway safety concerns, practices and procedures.**
- **Enforcement of occupant protection laws needs to be emphasized on a year-round basis. Law enforcement agencies should make enforcement of these laws a priority of their patrol personnel on a daily basis.**
- Develop short roll-call type training that may be presented in person or by video that includes messaging on the importance of occupant protection enforcement and information on the occupant protection laws. This training should also include information on effective enforcement techniques including those that can be used for nighttime enforcement.
- Emphasize consistent year-round enforcement of Missouri's seat belt and child restraint laws.
- Collect all occupant protection enforcement data, not just for that performed during enforcement waves or on OHS-funded overtime.
- Implement a nighttime occupant protection enforcement strategy.

4. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:

Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

4A. STRENGTHS

- Missouri has a primary child restraint law for children under age eight and a seat belt law for children and teens ages 8 to 18. (Missouri has a secondary seat belt law for all drivers, a primary child restraint law for children under age eight and the Graduated Driver's License Law requires all 16-18 year old drivers and their passengers to wear a seat belt).

- The State continues to support Child Passenger Safety (CPS) training using the current National Highway Traffic Safety Administration (NHTSA) standardized curriculum.
- Eight to twelve CPS Technician classes are sponsored by the Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) each year. Other partners are leveraging funding to support additional CPS Technician classes in the State.
- A CPS observational survey is scheduled to be conducted this year.
- A teen observational seat belt survey is conducted annually at 150 high schools across the state.
- There are 198 inspection stations within the State where families can have their child safety seats inspected by certified CPS technicians.
- There are child safety seats available for distribution/education/installation in the State.
- The State currently has 970 certified CPS technicians, 38 CPS instructors and one instructor candidate.
- In 2013, the State had a CPS technician re-certification rate of 58.0 percent. Nationally, the re-certification rate was 58.5 percent.
- The State re-certification rate for the first three months of 2014 is 71.7 percent. Nationally, the re-certification rate is 54.4 percent for the same time period.
- The Missouri State Highway Patrol (MSHP) has a certified CPS instructor in each troop location and is able to assist counties where no inspection station or other technician exists. The MSHP instructors assist with training as needed. Local programs have access to rollover simulators and convincers through the seven MSHP districts.
- A ten person volunteer CPS Advisory Committee assists OHS with CPS programs across the State.
- A Kids N Motion Update is provided to all instructors in the State each time it is updated.
- Recognizing that it is sometimes difficult for law enforcement to attend a CPS Certification course, the law enforcement basic awareness courses are offered Statewide.

4B. CHALLENGES

- A CPS Technician or Instructor Technical Update is not available statewide nor is a CPS Update provided to the CPS Advisory Committee. There are few opportunities for CPS Technicians to earn CEUs within the State.

- Funds for child occupant protection training and equipment may at some time in the near future (2015) be reduced significantly. The 2011(d) funding is no longer available. However, funding will continue (maintenance of effort) with MAP21 funding through 2015.
- There does not appear to be a coordinated, consistent, and statewide effort to reach children between the ages of 8 and 14.
- Children are often the best advocates for occupant protection in family vehicles. However, there appear to be limited statewide programs to develop children as advocates.
- It is unknown whether hospitals in the State have written CPS discharge policies.
- There is little evidence of consistent enforcement of CPS laws.
- Team Spirit is celebrating their 20th anniversary this year but has not been rigorously evaluated.

4C. RECOMMENDATIONS

- **Conduct a Child Occupant Protection Observational Survey for the entire 0 to 18 year old spectrum for a baseline.**
- **Conduct an annual Child Passenger Safety (CPS) conference/summit to update technicians, provide opportunities for re-certification and CEUs, and foster networking opportunities.**
- Include appropriate CPS messaging for children up to 18 years old in paid and earned media, with special emphasis on pre-teens and booster seat aged children.
- Develop standardized language so that advocates in the State can convey the urgency of using booster seats until the adult seat belt fits properly.
- **Explore alternative funding sources to purchase child safety seats for distribution programs.**
- Provide hospitals with model discharge policies and strongly encourage them to develop and implement a written discharge policy on how they will inform parents of the requirements of CPS laws. A model policy will be available on the National Child Passenger Safety Board website.
- Encourage law enforcement to aggressively enforce CPS laws.
- Conduct an evaluation of the impact of the Team Spirit program on traffic safety.

5. OUTREACH PROGRAM

GUIDELINE:

Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers.

a. Diverse Populations

Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*
- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students;*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, “Increasing Seat Belt Use in the United States” as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

5A. STRENGTHS

- A large number of energetic and dedicated partners promote highway safety across the State.
- The Missouri Coalition for Roadway Safety (MCRS) includes a diverse group of partners in all areas across the State.
- The MCRS operates a well-crafted website, www.SaveMOLives.com, that includes a variety of current, comprehensive, and useful information.
- The Missouri Department of Transportation (MoDOT) staff frequently shares relevant safety information on its Facebook page to its large following of almost 25,000 fans.
- Battle of the Belt is a popular high school program throughout many areas of the State.
- The Missouri State Highway Patrol (MSHP) employs a large, active team of 13 public information officers (PIOs) across the state. This team of PIOs is extremely engaged in occupant protection efforts.
- The MSHP creates its own highway safety programs and materials such as videos and graphics. The PIOs regularly share this information with all interested parties across the state.
- The MSHP’s website offers a variety of highway safety information.
- There are several strong sports marketing partnerships with teams such as the University of Missouri and the St. Louis Cardinals. These partnerships allow for educating fans through a variety of mediums including radio, billboards, television, stadium banners, etc.

5B. CHALLENGES

- There are not many programs to reach younger audiences that have outgrown a booster seat but aren't yet driving age.
- There is limited emphasis on outreach programs to minority populations with low occupant protection usage.
- There are few examples of partnerships and programs with employers to promote occupant protection.
- Currently, no teen safety education campaigns/materials or programs are geared toward parents.

5C. RECOMMENDATIONS

- Work with partners to implement/fund tween programs that are already in place such as the Safe Kids "Countdown 2: Drive" program.
- Build partnerships with minority organizations such as the Hispanic Chamber of Commerce, NAACP, etc. to help create and disseminate appropriate occupant protection messages. (Reference: "Closing the Circle: A Multi-Cultural Primer for State Highway Safety Offices" on the Governor's Highway Safety Association website.)
- Implement a traffic safety program that students and their parents are required to attend before they are eligible to receive their high school parking permit.
- **Establish strong partnerships with organizations such as the statewide Parent Teacher Association (PTA) or local PTAs and the state or local chapters of American Academy of Pediatricians (AAP) to distribute occupant protection education materials to parents.**
- **Establish new partnerships with large employers in the state to distribute occupant protection safety education materials. Provide large employers with model seat belt use policies to implement for employees.**
- **Create partnerships and implement occupant protection programs with faith-based organizations.**

6. COMMUNICATION

GUIDELINE:

As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

6A. STRENGTHS

- The Missouri Coalition for Roadway Safety (MCRS) has a strong and active Public Information Subcommittee and each local coalition is supported by a Missouri Department of Transportation (MoDOT) Public Information Officer (PIO).
- MoDOT employs a dedicated and engaged Community Relations Specialist who works closely with the Office of Highway Safety (OHS).

- There is a good working relationship between the MoDOT Community Relations Specialist and MoDOT's advertising firm, True Media.
- The State supplies their advertising firm with timely, relevant data which they use to create their media buy plans.
- Several specific occupant protection media campaigns are conducted such as Child Passenger Safety Week, Click It or Ticket, and the Youth Seatbelt Awareness Campaign.
- A wide variety of creative paid media is being utilized to target young males such as advertisements on Pandora, outdoor advertising at gas stations on video pump tops and pump top banner ads, and digital advertising on traditionally male oriented websites such as ESPN.com.
- True Media reports that their paid advertising campaigns generate large numbers of impressions.
- The Missouri Department of Revenue hosts a website, "Parent/Guardian Role in MO Graduated Driver License (GDL) Law", that includes rights and responsibilities and a parent/teen driving agreement.

6B. CHALLENGES

- The Office of Highway Safety (OHS) does not employ a dedicated full-time Public Information Officer (PIO).
- The regional Coalition PIOs are employees of MoDOT and also work on other MoDOT issues such as construction projects and funding issues and as a result aren't focused solely on traffic safety.
- The State has a large demographic area to cover including two major media markets with a limited amount of paid advertising dollars available.
- There appears to be very little, if any, evaluations conducted after media campaigns that measure both message retention and behavior change.
- Few media materials/campaigns are available to specifically inform parents of teen drivers about the primary seat belt provisions that are a part of the State's graduated driver licensing (GDL) law.
- No media materials/campaigns are available to specifically target minority populations.

6C. RECOMMENDATIONS

- Assign at least one full-time employee to the Office of Highway Safety to be the designated Public Information Officer.
- Create a variety of materials for Missouri Coalition for Roadway Safety (MCRS) members and other traffic safety partners that include culturally sensitive messaging for minority populations.
- Create advertising and other media materials to target both parents and teens that educate them about the primary seat belt provisions as part of the State's graduated driver license (GDL) law.
- **Use surveys/questionnaires to track message retention and behavior changes after public information and education campaigns are conducted.**
- **Use evidence-based research to raise support among the general population, legislators and other community leaders for primary enforcement laws.**
- Include booster seat education in key messages to children between ages five and eight and their caregivers.

7. EVALUATION

GUIDELINE:

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- Identify high-risk populations through observational usage surveys and crash statistics;*
- Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- The Missouri Department of Transportation (MoDOT) Traffic and Highway Safety Division's Office of Highway Safety (OHS) uses a variety of data sources for problem identification, setting goals, program evaluation, and measuring progress.
- The Missouri State Highway Patrol (MSHP) is the central traffic crash data collection agency for the state of Missouri. All local law enforcement agencies throughout the state provide MSHP copies of their crash reports. All of the crash reports received, along with crashes reported by MSHP, are tabulated and analyzed by MSHP.
- Missouri updated the Uniform Crash Report in 2012. Missouri revised crash report elements using Model Minimum Uniform Crash Criteria (MMUCC) data elements and has also signed a Memo of Agreement with NHTSA to adopt and use National Emergency Medical Services Information System (NEMSIS) data elements.
- Missouri has a Traffic Records Coordinating Committee (TRCC) that meets monthly. TRCC is working with custodial agencies to develop and maintain a comprehensive traffic records system.

- Missouri crash data are available using the online Statewide Traffic Accident Records System (STARS) maintained by MSHP.
- Local law enforcement agencies are encouraged to report crash data electronically using the Law Enforcement Traffic System (LETS) software. LETS provides an avenue for uploading local crash data into STARS, eliminating manual data entry, reducing wait time for usable electronic crash data, and decreasing data entry errors. OHS offers local law enforcement agencies LETS software for free in an attempt to increase electronic crash reporting.
- MSHP publishes unbelted fatal and disabling injury crash rankings for cities, counties, and unincorporated areas in the state.
- OHS and the Missouri Coalition for Roadway Safety (MCRS) regional coalitions take into account problem crash locations when distributing occupant protection grants.
- OHS shares counts of unbelted occupant fatalities with the MCRS regional coalitions every Monday. The coalitions disseminate that information regularly among their local traffic safety partners.
- OHS sets performance goals in their Highway Safety Plan based on raw number counts of occupants involved in crashes and observed occupant restraint use. OHS has identified priority target groups for occupant protection enforcement efforts based on the crash data. These include teens, rural occupants, young males, and pickup truck drivers.
- OHS routinely uses observational surveys to determine daytime seat belt use. Observational surveys of seat belt use are recurrently conducted by the Missouri Safety Center (MSC), University of Central Missouri. The observational surveys that MSC conducts include:
 - statewide daytime seat belt use among front seat occupants that meet federal register guidelines and are approved by NHTSA's National Center for Statistics & Analysis (NCSA).
 - annual survey of high school teen seat belt use.
 - biennial survey of commercial motor vehicle driver seat belt use.
- OHS tracks enforcement activities among its law enforcement agency grantees. Grantees report using a web-based electronic reporting system. Law enforcement grantees report detailed information on hours worked and provide counts of citations, warnings and arrests, and earned media information.
- Heartland Market Research LLC conducts an annual telephone survey of Missouri drivers. The survey has been conducted each of the last four years (2010-2013). The survey results provide information on trends in exposure to occupant protection enforcement messages, perceived risk of receiving a ticket for non-compliance with the adult seat belt law, and attitudes about primary enforcement seat belt laws.

7B. CHALLENGES

- OHS does not require all occupant protection grantees to consistently measure activities and report outcomes of their program efforts. While there is reasonable tracking of law enforcement program efforts focused on occupant protection, other projects do not appear to be monitored and evaluated closely.
- Little is known concerning the amount of occupant protection enforcement taking place outside of occupant protection mobilization periods.
- There is currently a one-year time lag in the completeness of the STARS crash data files.
- Children, approximately age 4 to 14, are not identified or left out of the seat belt observational surveys, making it difficult to evaluate effectiveness of programs targeting occupants in that age range.
- OHS has indicated that occupant protection at nighttime is a priority area, but there is little evidence that information or occupant protection programs in Missouri are focused on improving seat belt use at nighttime.
- Traffic safety partners use results of observational surveys to identify and target low belt use locations; however, these observational surveys are not designed to provide reliable estimates of belt use at the local level.

7C. RECOMMENDATIONS

- Encourage local agencies to use Law Enforcement Traffic System (LETS) or other similar systems that upload crash data to Statewide Traffic Accident Records System (STARS).
- Reduce average time for crash report entry into STARS.
- Provide assistance to local law enforcement agencies that may face technological challenges to coming onboard with electronic submission of crash reports.
- **Evaluate the effectiveness of local primary ordinances across the state of Missouri.**
- Develop a nighttime seat belt observational survey.
- Demonstrate and evaluate a nighttime seat belt enforcement program in primary law locations.
- **Do more in-depth analyses of unbelted fatalities and disabling injury crashes occurring at nighttime.**

- Restart the child restraint observational survey last conducted in 2009 and conduct it at least biennially.
- Conduct an observational survey that captures children ages 4 to 14.
- Include race/ethnicity, in so far as possible, into observational surveys.
- **Ensure that evaluation results are an integral part of program planning and problem identification. Evaluate the effectiveness of all current occupant protection programs including inputs and results.**

ASSESSMENT SCHEDULE

Monday, March 31, 2014

8:00 - 8:45		Leanna Depue and Bill Whitfield
8:45 - 9:30		Scott Jones
9:30 - 10:15		Officer Karl Streckfuss
10:15 - 10:30	Break	
10:30 - 11:15		Carrie Wolken
11:15 - 12:00		Pam Hoelscher
12:00 - 1:00	Lunch	
1:00 - 1:45		Kelly Jackson and Emily Ann Brown
1:45 - 2:30		LE Team (Scott, Jeremy, Marcus)
2:30 - 3:15		Michelle Gibler
3:15 - 3:30	Break	
3:30 - 4:15		Joe Rickman (Conf Call)
4:15 - 5:00		John Miller

Tuesday, April 1, 2014

8:00 - 8:45		Sgt. Paul Hornung
8:45 - 9:30		Cpt Tim Hull
9:30 - 10:15		Teresa Krenning
10:15 - 10:30	Break	
10:30 - 11:15		Gena Spence
11:15 - 12:00		Dianna Johnson
12:00 - 1:00	Lunch	
1:00 - 1:45		Chris Luebbert
1:45 - 2:30		Praveena Ambati
2:30 - 3:15		Chris Luebbert
3:15 - 3:30	Break	
3:30 - 4:15		Russ Dunwiddie
4:15 - 5:00		Ron Beck

Wednesday, April 2, 2014

8:00 - 8:45		Chief Dan Dunn
8:45 - 9:30		Sgt. Brian Leer
9:30-10:15		Lisa Sitler
10:15 - 10:30	Break	
10:30 - 11:15		Donna Greenwell and Steve Peek
11:15 - 12:00		Sgt. Rusty Rives and Lt. Darren Gallup
12:00 - 1:00	Lunch	
1:00 - 1:45		Sharee Galnore
1:45 - 5:00		Team Report Writing

Thursday, April 3, 2014

8:00 - 10:00		Team Report Writing (all day)
10:00 - 10:15	Break	
10:15 - 12:00		
12:00 - 1:00	Lunch	
1:00 - 3:00		
3:00 - 3:15	Break	
3:15 - 5:00		

Friday, April 4, 2014

8:00-9:00		Report Out
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ASSESSMENT TEAM CREDENTIALS

Susan N. Bryant, M.A., M.B.A.
831 Clark Street
Iowa City, IA 52240
leaderservices@yahoo.com

Susan (Sue) Bryant is currently a consultant for a small firm of which she is the principal. After almost thirty years of state employment, she retired as the director of the public transportation division of the Texas Department of Transportation (TxDOT). The public transportation division had 180 employees and an approximately \$150 million budget of federal and state grant programs for rural and small urban transportation systems, the state's medical transportation program, and public transportation planning. Prior to becoming division director, she served for over ten years as the director of the Texas traffic safety program.

During her career with TxDOT, she held the position of state traffic safety director, assistant to the deputy director for field operations, and highway safety planner and traffic safety program manager. She served as secretary and member of the board of the National Association of Governors' Highway Safety Representatives (now Governors Highway Safety Association) and member of the law enforcement committee for the Transportation Research Board.

She facilitated the strategic planning process for the Governors Highway Safety Association (GHSA) and completed a "How to Manual" for occupant protection for children for GHSA. She headed a project in Texas to conduct community assessments and develop local strategic plans for underage drinking prevention. In addition, she served as community liaison for the Travis County Alliance for a Safe Community, an underage drinking prevention coalition based in Austin. She has served on highway safety program assessment teams for Alaska, California, Colorado (2), Florida (2), Georgia, Idaho, Illinois, Kentucky, Maine (2), Maryland, Massachusetts, Montana (3), Missouri (2), North Dakota, Oklahoma, South Carolina, South Dakota, Vermont, and Wyoming. She served on the team to update the impaired driving assessment tool and was also on the team to develop assessment team training. She is currently project director for a leadership in impaired driving project for the National Highway Traffic Safety Administration.

For seven years, she served as a member and then chair of the City of Rollingwood, Texas, Planning and Zoning Commission. She served as chair of the City's Utility Commission and as director with the Rollingwood Community Development Corporation. She now serves as President of the Johnson County (Iowa) Dog Park Action Committee, a 501c3 corporation.

She has taught high school and adults, consulted for the media in major television markets, and taught management to state and local officials. She has been named to "Who's Who of American Women," has received the national Award for Public Service from the U.S. Department of Transportation, and is a two-time recipient of the American Association of State Highway and Transportation Officials (AASHTO) President's Modal Award for Highway Safety. She is also a graduate of Leadership Texas.

A Phi Beta Kappa graduate with Highest Honors in English from the University of Iowa, she holds a master's degree in communication from the University of Iowa and a master's degree in business administration from the University of Texas at Austin.

Cathy L. Gillen
Principal, The Gillen Group
(443) 463-4449; cathy@thegillengroup.com

<i>Practice Focus</i>	<p>Cathy Gillen is a Washington, DC based public affairs transportation consultant with more than 23 years-experience in the highway safety arena. She brings non-profits, NGOs, businesses and government together to create highway safety programs that save lives and prevent injuries on the nation's highways. As a former National Highway Traffic Safety Administration (NHTSA) official with the U.S. Department of Transportation (DOT), she is proficient in behavioral safety issues including impaired driving, occupant protection, distracted driving and teen and older driving. Having served as the Managing Director of the Roadway Safety Foundation she is also an expert on the engineering issues that affect roadway safety. Her relationships with key safety organizations, government agencies including NHTSA, the Federal Highway Administration and the Federal Motor Carrier Safety Administration, and transportation reporters allow her to meet both private and public sector needs.</p>
<i>Clients</i>	<p>Since 2005, Gillen's clients have included AAA, the AAA Foundation for Traffic Safety (AAAFTS), AARP, The American Highway Users Alliance (Highway Users), the Automotive Coalition for Traffic Safety (ACTS), Governors Highway Safety Association (GHSA), National Organizations for Youth Safety (NOYS), the Institute of Transportation Engineers (ITE), Mitsubishi Motors North America, Make Roads Safe, the Roadway Safety Foundation (RSF), the Connecticut Department of Transportation, the Missouri Department of Transportation and many others.</p>
<i>Significant Accomplishments</i>	<p>Led a team of PR professionals to conduct one national and 23 local press conferences in state capitols across the country to announce a Ford Motor Company safety campaign. As part of the "Boost America!" campaign, Ford donated 1 million child booster seats to low-income families through a partnership with the United Way. The local press events included speakers such as local Governors Highway Safety representatives, Governors, state legislators, parents and automobile dealers. Gillen arranged all press outreach for the events and also served as a spokesperson for the campaign.</p> <p>Managed press relations and media outreach for the National Traffic Signal Report Card project for the Institute of Transportation Engineers. The goal of the FHWA-funded campaign was to raise awareness through the media of the importance traffic signals play in moving traffic safely and efficiently across the United States. Gillen secured national and local press coverage in such media outlets as NBC Nightly News, MSNBC and CBS Network Radio.</p> <p>Created a safety coalition and campaign in South Carolina known as <i>Recognize, React, Recover</i> to address the importance of using rumble strips to prevent run-off-the-road crashes, particularly on rural roads. The campaign brought together the state department of transportation, public safety agencies, law enforcement agencies, victims of car crashes and private-sector businesses to create an educational DVD and brochure, hold a partner luncheon and a news conference to launch the campaign. Press coverage of the campaign was widespread and the DVD and brochure have been distributed to more than 5,000 safety partners across the country.</p>

Held 15 child passenger safety inspection stations for Mitsubishi's child passenger safety program known as *Kids Safety First* in September 2010, Summer 2011 and Fall of 2012. Gillen managed all logistics for the events which were held at Mitsubishi dealerships in major media outlets such as Miami, Chicago and Kansas City. In addition to managing all logistics for the events, she conducted media outreach for the events including press conferences with speakers from NHTSA and GHSA. She also managed a partnership with a major child safety seat manufacturer who provided free child safety seats for the events.

- Client Benefits* Gillen began her career in 1992 in the press office of the Maryland State Highway Administration in Baltimore, MD. She then went on to public affairs positions with the Governors Highway Safety Association, Advocates for Highway and Auto Safety and the National Highway Traffic Safety Administration. She then worked for a DC-based Strategic Communications firm where she headed up the Ford Motor Company account and managed other transportation safety accounts before starting her own practice in 2005.
- Other Activities* Gillen is a current board member of the Washington Regional Alcohol Program (WRAP); leads the National Safety Council's Maryland Safe Teen Driving Coalition; is the Maryland Representative for the National Association of Women Highway Safety Leaders (NAWHSL); and is a member of the Road Gang and the Washington Automotive Press Association (WAPA).
- Communications* Gillen has conducted dozens of media interviews, and given dozens of presentations on issues such as impaired driving and roadway safety, to highway safety groups and other organizations across the country.
- Distinctions* Gillen has received the NHTSA Administrator's Award for Excellence and The Century Council's Kevin Quinlan Traffic Safety Leader Award. She holds a bachelors of science from the University of Maryland in Journalism with a specialization in public relations and a master's degree in Publications Design from the University of Baltimore.

Cathy Gillen, Principal, The Gillen Group
(443) 463-4449 • Fax (410) 547-1799
cathy@thegillengroup.com

Lori K. Haskett

**500 SW Danbury Lane
Topeka, KS 66606
785-272-3787
lorihaskett@sbcglobal.net**

Employment History:

August 2002 to Present Kansas Department of Health and Environment
Bureau of Health Promotion
Director, Injury Prevention and Disability Programs

Responsibilities include developing policy for state programs, recruiting and maintaining public/private partnerships, fiscal management, development of grant applications, grants management, staffing assignments and budget development.

October 1999 to August 2002 Network of Employers for Traffic Safety (NETS)
Kansas NETS Coordinator

Responsibilities included: set-up and management of the KS NETS office. Coordinator is responsible for communications, administrative/marketing support and project management for association traffic safety programs and services within Kansas.

March 1999 to October 1999 AAA Kansas
Coordinator of Public Relations and Promotions

Responsibilities included: media relations, Show Your Card & Save program, Four Diamond Award presentations, editor of office newsletter

March 1998 to March 1999 Olsten Staffing Services
Personnel Supervisor

Responsibilities included: interviewing, placing employees in temporary, temporary to permanent, and permanent employment. Supervising productivity, working with collections, assisting with PeopleSoft payroll, workers compensation, and unemployment.

March 1991 to March 1998 AAA Kansas
Customer Service Representative
Promoted to Auto Travel Manager June 1994
AAA National Certified Trainer, Heathrow, FL

Oversaw Auto Travel operations in the six Kansas offices as the State Auto Travel Manager.
Responsibilities included: recruiting, training, scheduling, ordering supplies for the department, and making hotel and car reservations for members.

Education:

Bachelor of Arts, Speech Communications, Washburn University, 1994
Hayden High School

Grants Administration Experience:

Fire Injury Prevention Project Grant, CDC, 2002 – 2011
Core Injury Prevention and Control Project, CDC, 2002 – Present
Sexual Violence Prevention and Education Program, CDC, 2002 – Present
Emergency Medical Services for Children, HRSA, 2003 – Present
State Implementation Projects for Preventing Secondary Conditions and Promoting the Health of People with Disabilities, CDC, 2005 – 2012
Education, Training and Enhanced Services to End Violence Against and Abuse of Women with Disabilities, DOJ, 2002 – 2004 and 2006 - 2011
Network of Employers for Traffic Safety Program, KS Dept. of Transportation, 1999 - 2002

Affiliations:

Consumer Product Safety Commission – Kansas Designee – 2009 - Present
Safe States Alliance Executive Committee – 2008- Present
 President – 2011 to 2013
 Past – President - Currently
Longaberger Consultant – 1995 to Present
Kansas Public Health Association Member – 2002 - Present
Certified Child Passenger Safety (CPS) Technician - Instructor 2000 – 2011
Certified Child Passenger Safety (CPS) Technician 2011 - Present
Safe Kids Kansas Coalition CPS Chairperson – 2000 to 2009
National Child Passenger Safety Board Member – 2006 - 2008
Kansas Chamber of Commerce and Industry, member, 2000 – 2002
ABWA – Career Chapter – 1999
United Way Loaned Executive – 1999
Society of Human Resource Management – 1998, 1999

MARK SOLOMON

Preusser Research Group, Inc.

1104 Van Buren Avenue

Oxford, MS 38655

Tel: 662-236-9288

Fax: 662-236-9390

mark@preussergroup.com

Mark (Mark) Solomon is currently Vice President of Preusser Research Group (PRG). PRG is a full service research firm specializing in transportation, highway safety, and issues related to drug and alcohol abuse. PRG has offices in Trumbull, CT and Oxford, MS.

Mark has worked at PRG for 20 years. He directs overall operations in PRG's Oxford, Mississippi office. Mr. Solomon has successfully managed a large number of highway safety projects during his time at PRG. The list of clients he has worked with includes, but is not limited to, National Highway Traffic Safety Administration (NHTSA), Insurance Institute for Highway Safety (IIHS), National Institute for Child Health and Human Development (NICHD), Federal Motor Carrier Safety Association (FMCSA), AAA Foundation for Traffic Safety, Bureau of Indian Affairs (BIA), and the National Safety Council (NSC).

Over the past 20 years, Mark has completed work in every NHTSA Region and worked with nearly every highway safety office in the United States. Mark's research and evaluation work has appeared in over 70 research reports and journal articles. He also serves as a reviewer for the Transportation Safety Board's Occupant Protection Committee.

Mark is currently working on projects to improve seat belt use at daytime and nighttime, evaluating efforts to reduce distracted driving, and currently serves as the evaluation manager for NHTSA's *More Cops More Stops* high visibility enforcement program in Tennessee and Oklahoma.

Before joining PRG, Mr. Solomon was an analyst with the Florida Department of Highway Safety where he provided analytical support to the Governor's Office and the Legislature, as well as state and local agencies.

Mark earned an undergraduate degree at Millsaps College and a Master of Science degree from Mississippi State University.

Thomas H. Woodward
7606 McClellan Ave.
Boonsboro, Maryland 21713

PROFESSIONAL BACKGROUND

Thomas H. Woodward retired from the Maryland State Police on July 1, 2013 after a 36 year career as a law enforcement officer in Maryland: eight years with the Frederick City Police and 28 years with the Maryland State Police. At the time of his retirement he was the Commander of the Hagerstown Barrack. As Commander, Tom is credited with being the first to implement the Data Driven Approach to Crime and Traffic Safety (DDACTS) within the Maryland State Police. He also brought increased media attention to highway safety initiatives and enforcement actions of troopers within Washington County, MD.

Prior to transferring to the Hagerstown Barrack, Tom served in the Chemical Test for Alcohol Unit for eleven years, six of those as the Commander. In this position he was responsible for the training of all breath test operators, acquisition and maintenance of all breath testing instrumentation, training of sobriety checkpoint managers, Standardized Field Sobriety Testing instruction and oversight of the state's Drug Recognition Expert (DRE) Program. He has served as an adjunct representative for the Office of Government Affairs, reviewing legislation, recommending departmental positions and testimony, and testifying before the State Legislature on many highway safety issues. He has served on the staff of the Chief of Field Operations Bureau, and as the Executive Officer for the Commander of the Transportation Safety Division. He administered highway safety grants of the Maryland State Police Field Operations Bureau for two years and supervised the Maryland Fatality Analysis Reporting System (FARS) for two years.

Mr. Woodward has been a Standardized Field Sobriety Testing (SFST) Instructor and DRE Instructor for over 20 years. He also instructs the NHTSA SFST and DRE Instructor Development training. He served as the State Coordinator of the DRE program for 10 years.

Since retirement Mr. Woodward has served on several state occupant protection assessment boards, evaluating the effectiveness of occupant programs and identifying areas for improvement.

EDUCATIONAL BACKGROUND

Mr. Woodward received a Bachelors Degree in Organizational Leadership and Development from Wheeling Jesuit University in May 2005. He is also a graduate of the Northwestern University School Police Staff and Command.

ORGANIZATIONAL AFFILIATION

- International Association of Chiefs of Police (IACP)
- IACP Drug Recognition Expert Section
 - Officer 2006-2009
 - Chair - 2009
- Mothers Against Drunk Driving (MADD) – Maryland Operations Council

MISSOURI
FY 2015 Application

Section 405(c)

State Traffic Safety Information System Improvements Grant

Missouri
FY 2015 Application
Section 405(c) State Traffic Safety Information System
Improvements Grant

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23 CFR 1200.22 MAP-21, Section 405(c)
State Traffic Safety Information System Improvements
Appendix D Part 2

State Traffic Safety Information System Improvement Grant Introduction: The purpose of this grant is to support State's efforts to improve data systems needed to assist in identifying priorities for Federal, State, and local highway traffic safety programs. The grant assists in linking intrastate data systems, and to improve the compatibility and interoperability of these data systems and the data systems of other States for highway safety purposes. This grant provides additional funding for Missouri which allows us to enhance our ability to analyze national trends in crash occurrences, rates, outcomes, and circumstances.

MISSOURI COALITION FOR ROADWAY SAFETY

MEETING TITLE: MCRS Executive Committee

DATE: June 21, 2007

TIME: 10:00 a.m. - noon

LOCATION: Missouri State Highway Patrol, 1510 East Elm St., Jefferson City

MEMBERS (an X indicates the member was in attendance)

☒ Leanna Depue, Chairperson, MoDOT Highway Safety
☒ Melissa Black, MoDOT System Management
☐ Joseph Boyd, FMCSA
☒ Ron Breau, MO Motor Carriers
☒ Terry Butler, Missouri Safety Center
☐ Randy Cornell, Contract Freighters, Inc.
☐ Romell Cooks, NHTSA
☐ J.R. "Buddy" Davis, LETSAC
☐ Susan deCourcy, NHTSA
☒ Dale Findlay, Missouri Safety Council
☐ Mell Henderson, MARC
☐ Sandy Hentges, MoDOT System Management

Others present:

Michael Briggs, MARC
 Bill Coleman, FMCSA
 Don Neumann, FHWA

☐ Don Hillis, MoDOT System Management
☐ Brad Jones, Missouri State Highway Patrol
☐ James Keathley, Missouri State Highway Patrol
☐ Kevin Keith, MoDOT
☐ Gary Lowe, Missouri Safety Center
☒ Allen Masuda, FHWA
☐ Nancy McAnagh, DHSS
☐ Mike Right, AAA
☒ Angie Rolufs, University of Missouri-Rolla
☒ Trish Vincent, DOR
☒ Bill Whitfield, MoDOT Highway Safety Division
☐ Jim Wild, E-W Gateway Council of Governments

Stephen Risse, MARC
 Kathy Shikles, MoDOT Highway Safety

AGENDA TOPICS:

Welcome and Introductions
 Review Subcommittee Status
 2008 Blueprint Conference
 Update on Motorcycle Safety Task Force
 2007 Blueprint Funding
 Process to Update Missouri's Blueprint for Safer Roadways
 Suspended, Revoked and Unlicensed Task Force
 Subcommittee Reports

KEY POINTS:

Welcome and Introductions

Leanna Depue welcomed all present.

2007 Blueprint Funding

Two million dollars will be given again this year to be used for Blueprint efforts. The Executive Committee received two requests for funding. The DWI Subcommittee requested approximately \$75,000 for conducting an administrative review of the breath alcohol ignition interlock program. We've also had requests for additional training for first responders on the safest way to respond to crashes involving hybrid electric vehicles and vehicles with advanced airbag systems. After discussion, a motion made by Dale Findlay and seconded by Trish Vincent passed dividing the two million dollars up as follows:

- \$800,000 – Implementation funds to the regions
- \$200,000 – Executive Committee (funding for administrative review of the breath alcohol ignition interlock program and hybrid electric vehicles and vehicles with advanced airbag systems.)
- \$600,000 – Statewide Public Information initiatives
- \$400,000 – Public Information funds to the regions

Review of Subcommittee Status

- Commercial Motor Vehicle – Active. Randy Cornell of Joplin in chairperson. They need to come up with bulleted subcommittee responsibilities.
- Impaired Driving Subcommittee (formerly DWI Subcommittee) – Active. Membership may need to be expanded. A motion was made by Trish Vincent and seconded by Dale Findlay to change the name of the DWI Subcommittee to Impaired Driving Subcommittee. Motion passed.
- Enforcement Subcommittee – Active. Bill Whitfield is currently chairperson but has accepted another position at Highway Safety. Will need to find replacement.
- Traffic Records Coordinating Committee (formerly Evaluation Subcommittee) – Active. It was proposed that the Evaluation Subcommittee and the Traffic Records Coordinating Committee be combined and their focus be expanded. Leanna talked with Randy Silvey and Brad Jones about this. Ron Breau made a motion and Trish Vincent seconded that the Evaluation Subcommittee be renamed to Traffic Records Coordinating Subcommittee and that they be charged with developing a plan for improvement of record keeping systems in the state of Missouri. Motion approved.
- Judicial Subcommittee – Inactive. Trish Vincent made a motion, which was seconded by Allen Masuda to eliminate this subcommittee and transfer tasks to other subcommittees. Motion approved. The Enforcement Subcommittee will get the responsibility of reviewing case law and provide updates as appropriate and monitor sentencing trends and issues. The Impaired Driving Subcommittee will get the responsibility of tracking the expansion and activities of DWI courts and assisting with the promotion of court monitoring.
- Legislative Subcommittee – Active
- Public Information Subcommittee – Active
- Roadway Infrastructure Subcommittee – Active. Angela Rolufs of University of Missouri-Rolla is chairperson. They need to come up with bulleted subcommittee responsibilities.
- Strategic Planning and Implementation Subcommittee – Active

Process to Update Blueprint

The current Blueprint was completed in November 2004. We need to begin the process of updating the Blueprint. The Public Information Subcommittee wants to be heavily involved. Leanna requested working with the regional coalitions to hold open forums in each of the regions to get input on the Blueprint prior to revising it. Michael Briggs also suggested working with the MPOs and Regional Councils. Leanna suggested asking the regional coalitions to schedule them this fall. Leanna will try to attend all of them but would like members of the Executive Committee to try to attend at least one of them. Michael Briggs made a motion and Ron Breau seconded that we ask the regions to hold forums or a public type meeting to support the concept or get input to updating the Blueprint. Motion approved.

2008 Blueprint Conference

Dale Findlay made a motion and Bill Coleman seconded that we host a 2008 Blueprint Conference. Motion passed. We need to form a working group to address the development of the 2008 Blueprint Conference. Don Neumann agreed to lead the charge and Trish Vincent said she would assist.

Suspended, Revoked and Unlicensed Task Force

Trish Vincent said that last year Sen. Stouffer introduced legislation regarding driving while suspended and revoked. Another state uses a different color of license plates to make it easier for law enforcement to identify DWI offenders. This could be expanded to suspended and revoked drivers. The Department of Revenue is trying to find a tool to assist law enforcement to keep these drivers off the road. Trish said they could possibly make the plate start with a specific letter. Dale Findlay made a motion and Ron Breau seconded that we form a task force to look at suspended and revoked drivers. Motion approved. Trish Vincent agreed to take the lead and put together a task force to address this issue. Bill Whitfield suggested that someone from the Law Enforcement Traffic Safety Advisory Council, Missouri Police Chiefs Association, and Missouri Sheriffs Association be included on this task force. Trish said they need some legal counsel on the task force as well.

Motorcycle Safety Task Force

The Motorcycle Safety Task Force has met and put together a proposal for expenditures of 2010 fund. They were allocated \$100,000. Terry Butler reported on how the money will be spent.

Operation STOP

Operation STOP is a virtual web based memorial for Missouri people who have died in crashes. This website was created to give Missouri teenagers a place to learn from the mistakes or misfortunes of other teens. An individual developed this

website. They manage the deaths that are reported to the Highway Patrol. We need to investigate this website further before linking it to our site. The website is <http://www.operationstop.com>.

Resource Guide on Highway Safety Training

Terry Butler agreed to chair a working group to look at potential development of a resource guide for highway safety training in the state. Angie Rolufs agreed to assist.

Subcommittee Reports

Enforcement Subcommittee – Bill Whitfield

Waiting for numbers on the Click It or Ticket, Pickup Truck and youth initiative. Click It or Ticket focused in 20 counties. We contracted with 120 agencies and the Missouri State Highway Patrol. Bill said they met with the agencies personally for the Click It and Ticket and Pickup Truck projects. Earned media events were scheduled along with paid media. The law enforcement participation was up from last year. We rolled out a new reporting web based system. By the next meeting, Bill will be able to report the seat belt usage rate.

Bill Whitfield is the new MCSAP program assistance coordinator. We need to look at getting another chairperson for the Enforcement Subcommittee.

Legislative Subcommittee – Dale Findlay

Even though primary seat belt legislation did not pass this year, Dale thanked everyone for working so hard. Dale hoped there was no discouragement. Dale is not sure who'll be our sponsor next year. They'll be meeting to look at the primary seat belt issue again to come up with recommendations for next year. We saved the motorcycle helmet law and motor vehicle inspection program.

Legislation was passed that contains an emergency clause on the provisions regarding the use a nonalcoholic antiseptic for cleansing the skin prior to drawing blood for determining alcohol content of the blood.

Public Information Subcommittee – Melissa Black

Child Passenger Safety

- National Child Passenger Safety Week was February 11-17
- Used radio, TV, pump toppers, posters
- Materials all online
- Press event around the state
- Child Passenger Safety week is being moved to September

Never Made It Teen Safety Belt Campaign

- Radio, TV, Internet, Theaters
- February 19 – March 12
- Materials all online
- March 1 – 16 enforcement efforts

Work Zone Safety Awareness

- April 2-6 Work zone Awareness
- Radio, TV, Billboards
- Press event

Primary Safety Belt

- Helped with rallies, materials, press materials, etc.

Buckle Up in Your Truck Campaign

- April 29 – May 12
- TV, radio, materials all online
- Hangtags
- Press events around the state – shared event with Kansas in May at Ford Plant and shared some media as well (also District 6)

Click It or Ticket

- May 13 – June 2
- TV, radio, materials all online, added additional funds from 07 budget to strengthen this effort
- Seat belt survey was June 4
- Press events around the state

Battle of the Belt

- Sent reminders to schools for upcoming contest, which was changed to run September 6 – December 31 to give them more flexibility
- Added the private schools, along with public
- Already have some of the funding for prizes from Shelter
- Added the video content element to the competition – so this will be an additional prize

Budget

- Tallied final 07 budget
- Planned for 08 spending
- Asked regions for the 07 reports by July 1, 08 plans by August 1

Updating Marketing Plan

- Currently resend or put on the Web soon

Ad Agency RFP

- New agency chosen through OA, will be announced soon, any state agency

Coming Up

- Impaired Driving Crackdown – August 15 through September 3
- “Never Made It” campaign will run Sept. 07 through Oct. 07
- Impaired Driving campaign will run November 07 through December 07
- “Operation Safe Teen” may possibly be moved to April 08

Website Update

Boost and Buckle T-shirts – State Fair and Child Passenger Safety Week in September. Each district will get some T-shirts. Trish said daycares would be a good place. T-shirts came from another funding source because we passed the law.

Infrastructure Subcommittee - Angie Rolufs

Working on the following:

- Roadway Safety Audit - interested in putting back in state. Big push in LTAP community. Simple brochure of what is a roadway safety audit and why do we want to have it in our community.
- Roundabout Awareness - Working with Brian and giving pitch on roundabouts for RPCs. MoDOT has some brochures.
- LTAP - working with District 10 on pilot training on EMS and guard cable
- Working on LED traffic lighting – saves money and easier to see. Working with Springfield and Rolla on putting those in place.

Commercial Motor Vehicle Subcommittee – Ron Breau

- Had an organizational session.
- Obtained data from Brian on CMV and accidents to start reviewing.
- Randy Cornell is thinking of having a conference call meeting next week.

Other issues:

Allen Masuda suggested having future Executive Committee meetings in a location that is capable of connecting by telephone for those who cannot attend.



MEMORANDUM
Missouri Department of Transportation
Highway Safety Division
2211 St. Mary's Blvd., P. O. Box 270
Jefferson City, MO 65102
(573) 751-4161 or (800) 800-BELT
Fax (573) 634-5977

State Traffic Safety Information System Improvement Grant
Section 408

State of Missouri

TO: Romell Cooks, Regional Administrator
Region 7, NHTSA

FROM: Pete Rahn, Director and Governor's Representative
Missouri Department of Transportation

SUBJECT: Grant Application – Section 408

DATE:

I certify that:

The State of Missouri has established a Traffic Records Coordinating Committee (TRCC) and that the Committee has oversight responsibility for the implementation of the State of Missouri's Traffic Records Strategic Plan. The Committee's membership list is included within this application.

A copy of the State of Missouri's multiyear highway safety data and traffic records Strategic Plan is included.

The State of Missouri has adopted and is using the MMUCC data elements. The State has also signed a Memo of Agreement with the National Highway Traffic Safety Administration (NHTSA) to adopt and use NEMSIS data elements.

The State of Missouri will make available or submit to NHTSA its Strategic Plan and documentation of the TRCC's membership, organization, and authority.

The State of Missouri will use Section 408 funds only to evaluate, improve, and link its highway safety data and traffic records system in accordance with eligible use detailed in 23 U.S.C. 408.

Section 408 funds received by the State of Missouri will be administered in accordance with 49 CFR Part 18.

The State of Missouri will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by the State in FY 2003 and FY 2004.

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

Traffic Records Coordinating Committee

Meeting Schedule

July 31, 2014

August 21, 2014

September 25, 2014

October 23, 2014

November 27, 2014

December 18, 2014

January 22, 2015

February 19, 2015

March 26, 2015

April 23, 2015

May 28, 2015

June 25, 2015

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**July 18, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$609,763.02

FY 13 – Amount Spent as of 7/18/13 = \$209,761.37

Percent of budget spent = 34%

Vendors (Jeremy)- Lexix/Nexis, Appriss, ITI, New World, Carpell

TRIPRS (Jeremy) / Mid-Year Progress Report – FY13 Grant Application – FY14 Grant Application

Local Information / Needs –

Discussion – Comment Period

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**July 18, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – Monitoring staff are traveling around the state. We are currently making enhancements to the traffic interface by doing a screen conversion from oracle to java.
- MSHP – We conducted a crash report training class yesterday in Poplar Bluff. We have currently received Kansas City's crash reports through the end of 2012. We are currently working on November of 2012 for local agency crash reports and May of 2013 for MSHP.
- MODOT – No Report
- DHSS – No Report

Budget Report (Jeremy)

Amount spent as of 7/18/13 = \$ 209,761.37

Percent of budget spent = 34%

Vendors (Jeremy) – Lexis Nexis, Appriss, ITI, New World, Karpel

TRIPRS (Jeremy) / Strategic Plan

- Discussed Mid-Year Progress Report – FY 13 Grant Application – FY14 Grant Application

Local Information / Needs

Discussion – Comment Period

Adjourn

- Meeting adjourned at 10:00 am.

**State of Missouri
Section 405C Funds Committee Meeting**

**Sign-In Sheet
July 18, 2013**

Name	Agency	Phone	Email	Initial
Bartlett, Aaron	MARC	816-701-8238	abartlett@marc.org	
Brester, Brad	DOR	526-3658	brad.brester@dor.mo.gov	
Buschjost, Doug	OSCA	626-8336	doug.buschjost@courts.mo.gov	DB
DeCourcy, Susan	NHTSA	816-329-3904	susan.decourcy@dot.gov	
Dunwiddle, Russ	MSHP	751-3012	russ.dunwiddle@mshp.dps.mo.gov	RD
Ellsworth, Terry	BEMS	751-6369	terry.ellsworth@dhss.mo.gov	
Garber, Casey	DOR	761-1607	casey.garber@dor.mo.gov	
Glass, Susan	MOPS	751-1629	susan.glass@mops.mo.gov	
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Jones, Brad	MSHP	526-6123	brad.jones@mshp.dps.mo.gov	
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Ray, Earl	St. Louis CO	314-615-1137	eray@stlouisco.com	
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Schallberg, Heidi	MARC	816-701-8315	hschallberg@marc.org	
Stuckmeyer, Dave	St. Louis Co PD	314-576-1055	dstuckmeyer@stlouisco.com	
Tucker, Myrna	MoDOT	526-5478	myrna.tucker@modot.mo.gov	
Van Tuinen, Mark	MDHSS	522-2890	mark.vantuinen@dhss.mo.gov	
Larry Benz	Cole County	573-636-3614	lbenz@colecouny.org	
Richard Stone	City of Columbia	573-874-7643	rstone@gocolumbiamo.com	
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White, Lee	City of Columbia	573-874-767	wlwhite@gocolumbiamo.com	WW

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**September 27, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$609,763.02

FY 13 – Amount Spent as of 8/29/13 = \$297,234.34

Percent of budget spent = 49%

Vendors (Jeremy) - Digi-Ticket, Brazos, and Rejis

TRIPRS (Jeremy) - Mid-Year Progress Report - FY14 Grant Application (Local Data Improvement)

Local Information - Needs – Cape City E-Citation

Discussion - TRCC Assessment and Go Teams Training

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**August 29, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – The staff are monitoring and reporting error logs. They are currently working on transferring 4 municipalities over to JIS (St. Ann and Lee's Summit).
- MSHP – Finished STARS training for Troop C. They are completing the crash file for everyone through the end of 2012 except Kansas City. Currently they are working on October reports for Kansas City. Kansas City has sent in their crash reports through April and for part of May although a lot of them are incomplete. OSCA and MSHP are working on updating the files sent over from JIS. MSHP is talking with the vendor in regards to receiving info from municipal courts and arrest reports.
- MODOT – Currently with MAP21 the roadway data improvement program requires that Missouri have 38 MIRE elements for all major roads and a minimum of 17 elements on county roads. This was discussed as a possible future project.
- DHSS – Accepted delivery of the Ipads and cases from Highway Safety in July. DHSS's Chief Counsel's Office is currently revising the MOUs between DHSS and the ambulance services to ensure they are up to date. The MOUs should be completed by September and then the Ipads will be assigned to the ambulance districts.

Budget Report (Jeremy)

Amount spent as of 8/28/13 = \$ 274,517.47

Percent of budget spent = 45%

Vendors (Jeremy) – Lexis Nexis, Appriss, ITI, New World, Digi-Ticket, Brazos, Rejis

TRIPRS (Jeremy) / Strategic Plan

- Discussed Mid-Year Progress Report – FY14 Grant Application

Local Information / Needs – Discussed e-citation projects for Nixa, Lee's Summit, Cape Girardeau City, and St. Louis County PD.

Discussion – TRCC Assessment and Go Teams

Adjourn

- Meeting adjourned at 10:00 am.

**State of Missouri
Section 405C Funds Committee Meeting**

**Sign-In Sheet
August 29, 2013**

Name	Agency	Phone	Email	Initial
Bartlett, Aaron	MARC	816-701-1238	abartlett@marc.org	
Brester, Brad	DOR	526-3656	brad.brester@dor.mo.gov	
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Whitfield, Bill	MoDOT	751-4161	william.whitfield@modot.mo.gov	

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**September 27, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$609,763.02

FY 13 – Amount Spent as of 9/27/13 = \$297,234.34

Percent of budget spent = 49%

Vendors (Jeremy) - Digi-Ticket, Brazos, and Rejis

TRIPRS (Jeremy) - Mid-Year Progress Report - FY14 Grant Application (Local Data Improvement)

Local Information - Needs – Cape City E-Citation

Discussion - TRCC Assessment and Go Teams Training

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**September 27, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – Working on moving JIS to JAVA. They are currently working on transferring 4 municipalities over to JIS (St. Ann, Wellsville, Bolivar, and Lee's Summit).
- MSHP – Working on the crash file for municipalities for January 2013 and patrols June crash reports. Several crash reports had to be sent back to KC because of errors and some have sent back already. They are currently working on quality control for the 2012 crash file. Patrol has been in contact with encode to start testing with Belton Municipal Courts to receive data.
- MODOT – No report
- DHSS – No report

Budget Report (Jeremy)

Amount spent as of 9/27/13 = \$ 297,234.34
Percent of budget spent = 49%

Vendors (Jeremy) – Lexis Nexis, Appriss, ITI, New World, Digi-Ticket, Brazos, Rejis

TRIPRS (Jeremy) / Strategic Plan

- Discussed Mid-Year Progress Report – FY14 Grant Application (local data improvement)

Local Information / Needs – Discussed e-citation projects for Nixa, Lee's Summit, Cape Girardeau City, and St. Louis County PD.

Discussion – TRCC Assessment (2016) and Go Teams, LETS Training Options, STARS Training options, options for promoting LETS, Drivers Privacy Protection Act, Lexis Nexis Crash Reporting System Testing

Adjourn

- Meeting adjourned at 10:15 am.

**State of Missouri
Section 405C Funds Committee Meeting**

**Sign-In Sheet
September 27, 2013**

Name	Agency	Phone	Email	Initial
Bartlett, Aaron	MARC	816-701-8238	abartlett@marc.org	
Brester, Brad	DOR	526-3656	brad.brester@dor.mo.gov	
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Richard Stone	City of Columbia	573-874-7643	rstone@gocolumbiamo.com	
Whitfield, Bill	MoDOT	751-4161	william.whitfieldjr@modot.mo.gov	BW

Invite Myrtle Association?

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**October 24, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$609,763.02

FY 13 – Amount Spent as of 9/27/13 = \$307,111.49

Percent of budget spent = 50%

Vendors (Jeremy) – Brazos (Cape Girardeau) and Rejis (Nixa)

TRIPRS (Jeremy) - FY14 Grant Application (Local Data Improvement)

Local Information - Needs – Springfield Engineers

Discussion – Traffic Records Forum 2014

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**October 24, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – Two of the four municipal courts discussed last month should be transferred over to JIS (St. Ann, Wellsville, Bolivar, and Lee's Summit). We are conducting training with those courts currently. Lee's Summit will hopefully be online in early 2014. Nine of the thirteen vendors have requested to be submitted for re-approval. We are currently interviewing for one open position. We will also be requesting a budget addendum for \$9000.00 in travel line item.
- MSHP – Working on the crash file for municipalities for February 2013 and patrols June crash reports. We are really close to closing the 2012 crash file.
- MODOT – No report
- DHSS – We have sent out surveys on data submission and lpad distribution. We received back 20 responses. The employee that was managing the distribution has quit and we are currently interviewing for his replacement. We did receive information from the survey that indicated we had a few agencies who thought they were submitting electronically and were not. We are currently working with them to fix their submitting process and expect to have a increase in reports submitted once this is complete.

Budget Report (Jeremy)

Amount spent as of 10/24/13 = \$ 307,111.49

Percent of budget spent = 50%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa)

TRIPRS (Jeremy) / Strategic Plan

- Discussed FY14 Grant Application (local data improvement)

Local Information / Needs – Springfield Engineers – Talk with John about TMS needs

Discussion – TRCC Assessment (2016) and Go Teams, LETS and STARS training options.

Adjourn

- Meeting adjourned at 9:45 am.

**State of Missouri
Section 405C Funds Committee Meeting**

**Sign-In Sheet
October 24, 2013**

Name	Agency	Phone	Email	Initial
Bartlett, Aaron	MARC	816-701-6238	abartlett@marc.org	
Brester, Brad	DOR	526-3656	brad.brester@dor.mo.gov	
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Dunwiddie, Russ	MSHP	751-3012	russ.dunwiddie@mshp.dps.mo.gov	RD
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Garber, Casey	DOR	761-1607	casey.garber@dor.mo.gov	
Glass, Susan	MOPS	751-1629	susan.glass@mops.mo.gov	
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Miller, John P.	MoDOT	526-8053	john.p.miller@modot.mo.gov	
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Cristian Oros	MSHP	573-751-0900	Cristian.Oros@mshp.dps.mo.gov	
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Schallberg, Heidi	MARC	816-701-8315	hschallberg@marc.org	
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**State of Missouri
Traffic Records Coordinating Committee Meeting**

**December 19, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$748,111.58

FY14 – Amount Spent as of 12/19/2013 = \$8,903.26

Percent of budget spent = 1%

FY 13 – Amount Spent as of 12/19/13 = \$510,529.89

Percent of budget spent = 84%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI

TRIPRS (Jeremy) - FY14 Grant Application (Local Data Improvement)

Local Information -

Discussion – Traffic Records Forum 2014

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**December 19, 2013
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – St. Ann is coming online January 2, 2014, Wellsville is on JIS, Lee's Summit is coming on board this spring. The new grant employee started work on Monday. OSCA is anticipating an increase in court monitoring.
- MSHP – Discussed the project requirements with ITI and wanted some clarification on the grant application cycle.
- MODOT – Stuart Harlan tested the MoDOT mapping tool to ensure it would withstand the new agencies using it through the ITI interface.
- DHSS – 33 Ipads have been awarded to 26 counties. The Ipads will be distributed once OA has them tagged.

Budget Report (Jeremy)

Obligated – 748,111.58

FY14 – Amount spent as of 12/19/2013 = 8,903.26

Percent of budget spent = 1%

FY13

Amount spent as of 12/19/13 = \$ 510,529.89

Percent of budget spent = 84%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI

TRIPRS (Jeremy) / Strategic Plan

- Discussed FY14 FY15 Grant Application – uses of the local data improvement section

Local Information / Needs – N/A

Discussion – Traffic Records Forum 2014 and Assessor Interest Form

Adjourn

- Meeting adjourned at 10:00 am.

**State of Missouri
Section 405C Funds Committee Meeting**

**Sign-in Sheet
December 19, 2013**

Name	Agency	Phone	Email	Initial
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Ellsworth, Terry	BEMS	751-6369	terry.ellsworth@dhss.mo.gov	E
Garber, Casey	DOR	751-1607	casey.garber@dor.mo.gov	
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Van Tuinen, Mark	MDHSS	522-2890	mark.vantuinen@dhss.mo.gov	
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**State of Missouri
Traffic Records Coordinating Committee Meeting**

**January 30, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$736,942.62

FY14 – Amount Spent as of 1/30/2014 = \$35,891.89

Percent of budget spent = 5%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis,
Missouri Sheriff's Association

TRIPRS (Jeremy) - FY14 Grant Application (Local Data Improvement)

Local Information -

Discussion – Traffic Records Forum 2014 and Buy America

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**January 30, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – Implemented JIS in St. Ann. Working with Lee's Summit JIS conversion. Working on an OSCA to DOR web-portal so that all the municipalities can send citations to DOR. We are also looking at implementing rule mandating electronic reporting. MSHP wants to be involved in this process.
- MSHP – We are currently behind on processing crash reports. MSHP reports are complete through June of 2013 and we are currently about 8 months behind on municipalities. STARS training will begin in June. Troops A, B, C, D, E, GHQ, OSCA, and DOR will be participating in a working group in Virginia dealing with CDL issues. We are currently working on closing fatality totals.
- MODOT – Working on developing a SHSP for the top 14 counties.
- DHSS – No Report

Budget Report (Jeremy)

Obligated – 736,942.62

FY14 – Amount spent as of 1/30/2014 = \$35,891.89

Percent of budget spent = 5%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis, Missouri Sheriffs Association

TRIPRS (Jeremy) / Strategic Plan

- Discussed FY15 Grant Application

Local Information / Needs – N/A

Discussion – Traffic Records Forum 2014 and Buy America

Adjourn

- Meeting adjourned at 10:00 am.

**State of Missouri
Section 405C Funds Committee Meeting**

Sign-In Sheet
January 30, 2014

Name	Agency	Phone	Email	Initial
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**State of Missouri
Traffic Records Coordinating Committee Meeting**

**March 20, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$757,486.62

FY14 – Amount Spent as of 3/20/2014 = \$73,808.79

Percent of budget spent = 10%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis,
Missouri Sheriff's Association (Securetrac)

TRIPRS (Jeremy) - FY14 Grant Application

Local Information -

Discussion – Traffic Records Forum 2014, Buy America, Display Boards

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**March 20, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – Implementing JIS in Lee's Summit in May. We are demonstrating JIS in Springfield. We are looking into a municipal and DOR web-portal which will allow the court to hand key in citation information.
- MSHP – We are currently behind on processing crash reports. MSHP and local reports are complete through July of 2013. KCPD has sent in 10 boxes of crash reports that we are currently processing. We would like to request a increase in our grant to better service vendors. We are waiting on one more fatality for 2013. The DPPA policy considerations implementation will be pushed back until June 1, 2014.
- MODOT – The Traffic Records Forum will be in St. Louis and we hope everyone will try to attend.
- DHSS – No Report

Budget Report (Jeremy)

Obligated – 757,486.62

FY14 – Amount spent as of 3/20/2014 = \$73,808.79

Percent of budget spent = 10%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis, Missouri Sheriffs Association

TRIPRS (Jeremy) / Strategic Plan

- Discussed FY15 Grant Application

Local Information / Needs – N/A

Discussion – Traffic Records Forum 2014, Buy America, Display Board

Adjourn

- Meeting adjourned at 10:00 am.

**State of Missouri
Section 405C Funds Committee Meeting**

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**State of Missouri
Traffic Records Coordinating Committee Meeting**

**April 17, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$784,686.62

FY14 – Amount Spent as of 4/17/2014 = \$102,372.27

Percent of budget spent = 13%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis,
Missouri Sheriff's Association (Securetrac)

TRIPRS (Jeremy) - FY15 Grant Application

Local Information -

Discussion – Traffic Records Forum 2014, Buy America, LETS Survey, Rejis
(Mobile Ticketing) – JIS interface

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**April 17, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – There will be a delay in implementing JIS in Lee's Summit. JIS will be implemented in June instead of May. JIS has also been implemented in Ellisville.
- MSHP – The patrol and municipal crash reports are complete through August 2013. There may be a fatality reduction of 1 for 2013. We are currently looking at the e-citation system for improvements.
- MODOT – The HSIP will include an all road plan for all required elements by 2020.
- DHSS – The MARS numbers are up for 2012-2013 by 1/3. Ipad distribution has begun and the MOUs are flowing in. The ambulance services are picking up the I pads and receiving training on their use.

Budget Report (Jeremy)

Obligated – 784,686.62

FY14 – Amount spent as of 4/17/2014 = \$102,372.27

Percent of budget spent = 13%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis, Missouri Sheriffs Association (Securetrac)

TRIPRS (Jeremy) / Strategic Plan

- Discussed FY15 Grant Application

Local Information / Needs – N/A

Discussion – Traffic Records Forum 2014, Buy America, LETS Survey, REJIS, (Mobile Ticketing) – JIS Interface, Assessment, Training

Adjourn

- Meeting adjourned at 10:00 am.

**State of Missouri
Section 405C Funds Committee Meeting**

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4/17/14

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**State of Missouri
Traffic Records Coordinating Committee Meeting**

**May 22, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

AGENDA

Welcome

Project Reports

- DOR
- OSCA
- MSHP
- MODOT
- DHSS

Budget Report -

Obligated - \$784,686.62

FY14 – Amount Spent as of 5/22/2014 = \$190,813.52

Percent of budget spent = 24%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis,
Missouri Sheriff's Association (Securetrac)

TRIPRS (Jeremy) - FY15 Grant Application

Training -

Local Information -

Discussion – Traffic Records Forum 2014, Buy America, LETS Survey, Rejis
(Mobile Ticketing) – JIS interface, IPR

Adjourn

**State of Missouri
Traffic Records Coordinating Committee Meeting**

**May 22, 2014
Missouri State Highway Patrol
General Headquarters Building
Jefferson City, MO**

MEETING MINUTES

Welcome

- The meeting began at 9:00 am.
- Minutes approved

Project Reports

- DOR – No Report
- OSCA – Conducted a demo of JIS for Springfield PD. Moving forward on new charge code format/ amending uniform citation
- MSHP – The patrol crash reports are complete through November 2013 and the municipal reports are complete through September. DWITS Training in Lee's Summit and STARS training in Springfield on June 11, 2014.
- MODOT – Working on poster session for Traffic and Safety Conference.
- DHSS – No Report

Budget Report (Jeremy)

Obligated – 784,686.62

FY14 – Amount spent as of 5/22/2014 = \$190,813.72

Percent of budget spent = 24%

Vendors (Jeremy) – Brazos (Cape Girardeau), Rejis (Nixa), ITI, Lexis Nexis, Missouri Sheriffs Association (Securetrac)

TRIPRS (Jeremy)

- Discussed FY15 Grant Application

Local Information / Needs – N/A

Discussion – Traffic Records Forum 2014, Buy America, LETS Survey, REJIS, (Mobile Ticketing) – JIS Interface, IPR, Assessment, Training

Adjourn

- Meeting adjourned at 10:00 am.

State of Missouri
Section 405C Funds Committee Meeting

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1C TRCC Membership and the Organization and Function of TRCC

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2.

State of Missouri Strategic Plan

**For the Improvement of
The State Traffic Information System**

By The Missouri Traffic Records Coordinating Committee



2015

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Vision Statement

Missouri is building a comprehensive traffic records system, with maximal use of automated field data collection software, error correction at the point of collection, electronic data sharing between the field and central databases, vastly increased data integration, and access for all legitimate users. This long-term vision includes creation of merged datasets, redaction of personal identifiers, and accessible via online analytic tools or through staff dedicated to assisting users. These resources will be housed within the various custodial agencies but made accessible for legitimate users through password-secured websites.

Missouri's traffic records system will work towards a formal data quality program with performance indicators for each of the six core system areas. The quality control program will be based on data quality measurements developed in cooperation with the custodial agencies responsible for each major database. The indicators used by the systems' managers to monitor day-to-day performance will "roll up" to user-oriented indicators available in monthly and annual summaries. The TRCC will work with the custodial agencies to develop and maintain the data quality reporting function.

Goal

To move forward in upgrading and integrating the data systems used to conduct safety analyses in the State.

Objectives

Crash System

- 1) To reduce the number of days from the crash date to the date the crash report is entered into the database to less than thirty (30) days (C-T-1).
- 2) To have 50% of the crash reports entered into the database within thirty (30) days after the crash (C-T-2).

Vehicle System

<None>

Driver System

- 1) To reduce the number of days from the conviction date to the date the conviction is posted to the state of the driver's to ten (10) days (D-T-1).

Roadway System

- 1) To identify 100% of public road miles on the State's base map (R-C-2).

Citation/Adjudication System

- 1) To reduce the number of days from the date of the charge disposition to the date the charge disposition is entered into the statewide adjudication database to seven (7) days (C/A-T-2).

EMS/Injury Surveillance

- 1) To reduce the number of days from the date of an EMS run to the date when the EMS patient care report is entered into the database to thirty (30) days (I-T-1).

Missouri Traffic Records Coordinating Committee

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Sgt. Scott Roach, St. Louis CO, MO PD

SRO Brent Forgey, Nixa PD

Capt. Jim Green, Lee's Summit PD

Advisory Agencies

National Highway Traffic Safety Administration

Susan deCourcy

Mid-America Regional Council (MPO)

Aaron Bartlett

Federal Motor Carrier Safety Administration

Julie Lane until position is filled

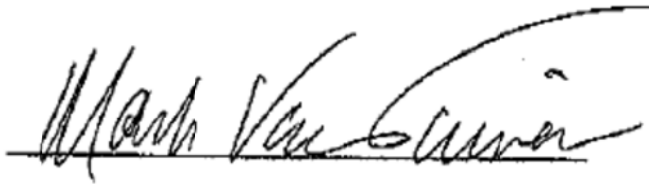
Federal Highway Administration

Marc Thornsberry

TRCC Strategic Plan Approval
Missouri Department of Health and Senior Services

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Health and Senior Services:

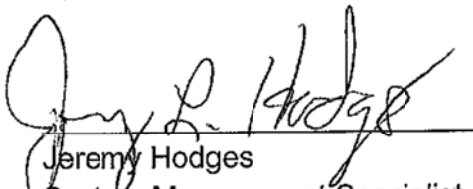
A handwritten signature in black ink, reading "Mark Van Tuinen", written over a horizontal line.

Mark Van Tuinen

**TRCC Strategic Plan Approval
Missouri Department of Transportation**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Transportation:



Jeremy Hodges
System Management Specialist
Traffic and Highway Safety

**TRCC Strategic Plan Approval
Office of the State Courts Administrator**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri State Courts Administrator:



Tina Jones

**TRCC Strategic Plan Approval
Missouri Department of Revenue**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri Department of Revenue:

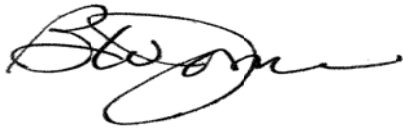
A handwritten signature in black ink, appearing to read "Brad Bester", is written over a horizontal line.

Brad Bester

**TRCC Strategic Plan Approval
Missouri State Highway Patrol**

We, the members of the Traffic Records Coordinating Committee, have reviewed and approve of the Missouri Strategic Plan for submission to the National Highway Traffic Safety Administration for the purposes of Section 405C funding application.

Approval of this plan submission by the Missouri State Highway Patrol:



Brad Jones

Memo of Understanding

To: Gail Vasterling, Director
Missouri Department of Health and Senior Services

From: Leanna Depue
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: June 11, 2014

Subject: Missouri Strategic Plan for Traffic Records Data FY15

New funding provisions established by Moving Ahead for Progress in the 21st Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

To achieve this goal, it is important that the Director of Revenue, Director of the Department of Transportation, the Court Administrator of the Office of State Court Administrators, Director of the Department of Health and Senior Services, the Traffic and Highway Safety Division Director, and the Superintendent of the Missouri State Highway Patrol (or their designated representative) to participate in the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC must have multidisciplinary membership and include, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems in order to advance traffic records data systems in Missouri.

Objectives of the Committee

- To provide leadership and support to ensure that traffic records data is readily accessible to users, timely, accurate, complete, uniform, and in compliance with the Missouri Strategic Plan.
- Continue the Statewide Traffic Records Advisory Committee (STRAC) as a means to forge partnerships, assure that all constituents with a stake in injury/crash reporting are represented and provide effective access, integration, and linking of all appropriate files. This committee will continue to update and revise the Missouri Strategic Plan.
- Efforts need to be made by the STRAC to inform the STRCC about the importance of the traffic records improvement endeavor and to enlist their support in its accomplishment.

Funding

Funds made available from the National Highway Traffic Safety Administration (NHTSA) by provisions of MAP-21 (Section 405c) to the State of Missouri will be utilized to assist agencies in improvements of traffic records data systems. Budget items listed within the Missouri Strategic Plan for Highway Safety Information Systems do not commit any agency to expenditures or personnel, but rather as assistance to the participating agencies.

Role of the STRCC

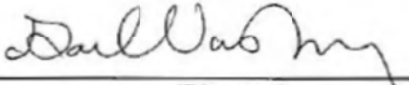
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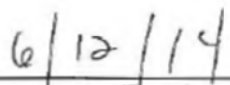
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- g) improve the State's traffic records data system; and
- h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

Agreement to Participate

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(Director)

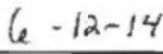


(Date)

I hereby designate Terry Ellsworth as my representative on the Traffic Records Coordinating Committee (TRCC).



(Director's Designee)



(Date)

Memo of Understanding

To: Dave Nichols, P.E., and Director
Missouri Department of Transportation

From: Leanna Depue
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: June 11, 2014

Subject: Missouri Strategic Plan for Traffic Records Data FY15

New funding provisions established by Moving Ahead for Progress in the 21st Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

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(Dave Nichols, P.E., Director)

06-16-14
(Date)

I hereby designate the following as my representatives on the Traffic Records Coordinating Committee (TRCC):

Leanna Depue, Highway Safety Director

Jeremy Hodges, System Management Specialist

Bill Whitfield, Highway Safety Program Administrator

Chris Luebbert, Commercial Motor Vehicle Program Manager (MCSAP)

John Miller, P.E., Traffic Safety Engineer

Myrna Tucker, Transportation Management System Administrator

Memo of Understanding

To: Greg Linhares, State Courts Administrator
Missouri Office of State Courts Administrator

From: Leanna Depue
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: June 11, 2014

Subject: Missouri Strategic Plan for Traffic Records Data FY15

New funding provisions established by Moving Ahead for Progress in the 21st Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

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- g) improve the State's traffic records data system; and
- h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

Agreement to Participate

This agency agrees to be a participant in the statewide traffic records data system. The director, or designee, agrees to participate as a member of Statewide Traffic Records Coordinating Committee. This agreement does not bind or restrict the agency to any financial or manpower requirement but reflects the agency's commitment to the Missouri Strategic Plan for Highway Safety Information Systems.



Gregory J. Linhares
State Courts Administrator



(Date)

I hereby designate Tina Jones as my representative on the Traffic Records Coordinating Committee (TRCC).



(Director's Designee)
Tina Jones



(Date)

Memo of Understanding

To: John R. Mollenkamp, Acting Director
Missouri Department of Revenue

From: Leanna Depue
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: June 11, 2014

Subject: Missouri Strategic Plan for Traffic Records Data FY15

New funding provisions established by Moving Ahead for Progress in the 21st Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

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Role of the STRCC

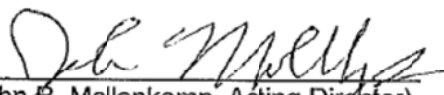
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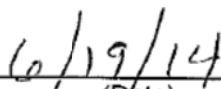
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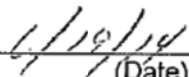
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(John R. Mollenkamp, Acting Director)


(Date)

I hereby designate Brad Brester as my representative on the Traffic Records Coordinating Committee (TRCC).


(Director's Designee)


(Date)

Memo of Understanding

To: Colonel Ron Replogle
Missouri State Highway Patrol

From: Leanna Depue
Highway Safety Director, Traffic and Highway Safety Division, MoDOT

Date: June 11, 2014

Subject: Missouri Strategic Plan for Traffic Records Data FY15

New funding provisions established by Moving Ahead for Progress in the 21st Century (MAP-21) has reemphasized the need for timely, accurate, complete, uniform, integrated and accessible highway safety data and traffic records systems. With the Missouri Strategic Plan for Highway Safety Information Systems, new objectives are being formulated to achieve the goal identified within the plan. That goal is to develop a coordinated statewide traffic records data system that is integrated, readily accessible and supplies complete, accurate, uniform, and timely traffic information to all users.

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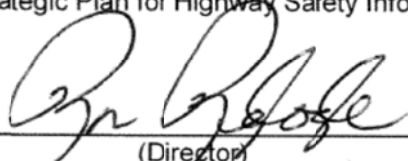
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- h) annually approve the membership of the TRCC, the TRCC coordinator, and the Missouri Strategic Plan.

Agreement to Participate

This agency agrees to be a participant in the statewide traffic records data system. The director, or designee, agrees to participate as a member of Statewide Traffic Records Coordinating Committee. This agreement does not bind or restrict the agency to any financial or manpower requirement but reflects the agency's commitment to the Missouri Strategic Plan for Highway Safety Information Systems.


(Director)

6-12-14
(Date)

I hereby designate Lt. Paul Kerperin
Mr. Russ Dunwiddie as my representative on the
Traffic Records Coordinating Committee (TRCC).

Lt. P. D. Kerperin
(Director's Designee)


06/13/14
(Date)
06/16/2014

Authority and Structure of TRCC

The Traffic Records Coordinating Committee was established by the Missouri Commission for Roadway Safety. The coordinating committee has authority given to it by the governor's representative to review any of the State's highway safety data and traffic records systems, to review changes to those systems before changes are implemented, and to develop, maintain, and approve the State's Traffic Records Information System's Strategic Plan. The committee consists of a multidisciplinary membership that includes, among others, owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services (EMS), injury control, driver licensing and motor agencies and organizations. The diversity of this oversight is vital to the effectiveness of the committee. The Traffic Records Coordinating Committee reviews its membership annually to ensure that there is a diverse atmosphere in the committee as well as approve the TRCC coordinator. The committee has the authority to change the State's multi-year Strategic Plan as well as the performance measures used to demonstrate the quantitative progress. The TRCC is comprised of the directors and/or their designees of the following agencies:

Missouri Department of Transportation

Missouri Department of Transportation – Highway Safety Division

Missouri Department of Transportation - MCSAP

Missouri State Highway Patrol

Missouri Department of Revenue

Missouri Department of Health and Social Services

Missouri Office of State Courts Administrator

Federal Motor Carrier Safety Administration

National Highway Traffic Safety Administration

Federal Highway Administration

Mid-America Regional Council (Municipal Planning Office)

St. Louis County Police Department

Nixa Police Department

Lee's Summit Police Department

Cole County

City of Columbia

Statement of TRCC Operation and Function Status

The TRCC provides a forum for the discussion of highway safety data and traffic records issues and reports on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records. It considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems, and represents the interests of the agencies and organizations within the traffic records system to outside organizations. The TRCC also reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date in order to improve the State's traffic records data system. The traffic records strategic plan is coordinated with the state strategic highway safety plan to ensure both plans are executed efficiently.

The TRCC normally meets every third Thursday on a monthly basis. The committee has revised the Missouri Strategic Plan that is based upon the NHTSA Model of Performance Measures to accommodate and reflect measurements to show progress in each of the core systems.

The State of Missouri has adopted and is using the MMUCC data elements. A review of the elements used was recently completed. Missouri has also signed a Memo of Agreement with the National Highway Traffic Safety Administration to adopt and use of NEMSIS data elements.

MMUCC Changes

The revised Missouri Uniform Accident Report was implemented on January 1, 2012 and all the local law enforcement agencies in the state seem well receptive to the new report. The revised form collects ten (10) additional fully compliant MMUCC data elements.

FY 2014 Executive Summary

Crash System

MO-P06 LETS Software Hosting and Support

A significant initiative for FY14 has been the upgrade of LETS to a web/browser enabled application. The current 10 year old service platform continues to be a popular and efficient means of collecting and sharing crash report data for Missouri Law Enforcement although this form of has become difficult to maintain and some of the support problems require thousands of workstation upgrades for the 267 active Law Enforcement agencies. This upgrade will result in local support savings, hosting service delivery efficiencies and likely service improvement benefits for officers, due to the change in technologies employed. In FY14 we have developed a LETS Committee to help us access the different changes that need to be made to the system. The committee assisted us in creating a survey that has been sent to all the agencies in the state for comment. The comments have been analyzed and another meeting with the committee is forthcoming in order to finalize what the complete LETS upgrade will entail. . As of March 31, 2014 there are 267 local law enforcement agencies using the LETS software which accounts for 37,335 of the crash reports in Missouri. In FY14 we have developed a LETS Committee to help us access the different changes that need to be made to the system. The committee assisted us in creating a survey that has been sent to all the agencies in the state for comment. The comments have been analyzed and another meeting with the committee is forthcoming in order to finalize what the complete LETS upgrade will entail. Funds for this project will be expended by September 30, 2014.

MO-P22 Traffic Records Data Improvement

Based upon the identified problem of getting data into a format to allow for full electronic transfer, a need exists to work directly with the local law enforcement agencies to make adjustments that will allow this to happen. The TRCC will provide assistance to local agencies that currently collect crash data in the different software data bases in order to improve those databases so that complete electronic submission can be achieved. Also for those agencies who currently do not have a software system to capture traffic crash data they will need to be provided with potential technical assistance to bring then on line with one of the available systems, including the state's Law Enforcement Traffic System, (LETS). This project will also assist local agencies with e-submission of citations through the purchase and integration of e-citation software and hardware. It will also assist in the development of electronic alcohol influence reports (AIRs) which will allow for local departments to provide Department of Revenue (DOR) with real time alcohol offense data. This project will also provide assist to agencies in developing a low cost means of electronically applying for search warrants.

MO-P26 Statewide Traffic Accident Records (STARS)/FARS Support

The revised crash report utilized 408 funding in order to address software issues between the old and new crash report systems. Funds from this grant are also being utilized to provide approximately eight training sessions to local law enforcement on the new crash report form that was implemented on January 1, 2012. This training will be completed prior to September 30, 2014. We are also utilizing funding under this grant to provide overtime pay to clerks for data entry in an attempt to shorten the time span between time of crash and entry of the crash report into STARS. This grant also provides support for the FARS analyst to track crash data and submit the data to NHTSA.

MO-P31 Increase Automation of Local Crash Reporting

This project is focused on the law enforcement agencies that currently do not have a software system to capture traffic crash data and submit to STARS. A liaison is being utilized to recruit agencies to adopt the Law Enforcement Traffic System, (LETS). The LETS system is an up-grade/up-date to a lot of current local systems and allows the agency to transfer directly to STARS. Funds for this project will be expended by September 30, 2014.

Vehicle System

<none to report>

Driver System

(See Citation / Adjudication System discussion)

Roadway System

<none to report>

Citation / Adjudication System

MO-P35 Upgrade Electronic Traffic Reporting (ETR) Interface MO-P35 Upgrade Electronic Traffic Reporting (ETR) Interface

The Office of State Courts Administrator (OSCA) has been working with the Missouri Office of Prosecutors Services and the Highway Patrol on electronic ticketing. OSCA will begin the initial technical development of the ETR interface; however, these activities will not produce a result subsequent enough to align with performance measures during this grant cycle. Monitoring of the courts utilizing the Justice Information System (JIS) by OSCA personnel has been ongoing. Problem logs concerning the data transmitted to the state level have been scrutinized to correct bad transmissions. The remaining amount of funds is expected to be expended by September 30, 2014.

MO-P37 St. Louis County Hardware/Software Upgrades

This project would develop a software interface between the REJIS electronic ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Numerous county and municipal law enforcement agencies throughout the state of Missouri use the REJIS electronic ticketing system. The St. Louis County Police Department, Lee's Summit, and Nixa Police Departments will coordinate a model project, which will include the purchase of electronic ticketing printers, installation and supplies, as well as the development of the interface software. When fully tested and determined to be working properly, the interface software will be provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. A change in the administration staff as well as the Buy America waiver process has slowed this project down. No funds have been expended as of June 16, 2014.

MO-P38 Lee's Summit Police Department Hardware/Software Upgrades

This project would develop a software interface between the REJIS electronic ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Numerous county and municipal law enforcement agencies throughout the state of Missouri use the REJIS electronic ticketing system. The St. Louis County Police Department, Lee's Summit, and Nixa Police Departments will coordinate a model project, which will include the purchase of Toughbook tablets and the development of the interface software. When fully tested and determined to be working properly, the interface software will be provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. This project has not expended any funds as of June 16, 2014 because of the lengthy Buy America waiver process.

MO-P39 Cape Girardeau Police Department E-Citation Project

This project would develop a software interface between the Brazos Technology's Records Management System and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Several municipal law enforcement agencies within the state of Missouri use the Brazos electronic ticketing system. When the system is fully implemented and tested, the interface software between Brazos will be provided at no cost to all city/county agencies utilizing the Brazos system, thereby creating a statewide interface between Brazos and state courts/prosecutors. This electronic

interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. Since the handheld MDT's utilized by Brazos are designed and manufactured by in Texas this project is on course and the funds will be expended by September 30, 2014.

MO-P40 Nixa Police Department E-Citation Project

This project would develop a software interface between the REJIS electronic ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Numerous county and municipal law enforcement agencies throughout the state of Missouri use the REJIS electronic ticketing system. The St. Louis County Police Department, Lee's Summit, and Nixa Police Departments will coordinate a model project, which will include the purchase of electronic ticketing printers, installation and supplies, as well as the development of the interface software. When fully tested and determined to be working properly, the interface software will be provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations. The Buy America waiver process has slowed this project down therefore no funds have been expended as of June 16, 2014.

EMS / Injury Surveillance System

MO-P30 EMS Run Electronic Reporting

This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase participation through no-cost means to improve electronic reporting. Funding has provided laptop computers/lpads to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs, which has increased the completeness of the MARS files. A total of ninety-one (91) lap top computers and 54 lpads have been distributed to EMS agencies across the state to increase their access to hardware that will allow them to submit in a timely fashion. The Department of Health and Senior Services did not finish the implementation of the hardware to EMS agencies until December of 2013 so they did not request any additional funding for FY14.

MO-P36 CODES

This project links the Highway Patrol's crash records to hospital, emergency room, and mortality records. We have integrated and linked the data systems across agencies to improve completeness of the linked data. Our objectives are to link the highway patrol to hospital and mortality records. Our primary goal is to increase timeliness of linkage of hospital and mortality records to the highway patrol's records. This currently occurs two (2) years after the data becomes available. We are currently trying to reduce this to one

(1) year. Currently our ambulance data is not available in a file that can be linked. We are currently working to transfer the de-identified CODES data to a university for analysis. The Department of Health and Senior Services is on track to deliver the de-identified data to the university starting in FY15.

Budget Summary *

TRIPRS #	Project	Budgeted	Expended
MO-P06	LETS Software	\$128,088.00	\$14,664.25
MO-P22	Traffic Records Data Improvement	\$20,006.00	0.00
MO-P26	Statewide Traffic Accident Records System (STARS)/FARS Support	\$ 190,050.91	\$68,679.25
MO-P30	EMS Run Electronic Reporting	\$0.00	0.00
MO-P31	Electronic Records Adoption Improvement	\$29,898.00	\$15,436.88
MO-P35	ETR Upgrades/Municipal Court Automation	\$281,649.71	\$155,814.21
MO-P36	CODES	\$45,000.00	\$938.27
MO-P37	St. Louis County Police Department Hardware/Software Upgrades	\$40,000.00	0.00
MO-P38	Lee's Summit Police Department Hardware/Software Upgrades	\$10,000.00	0.00
MO-P39	Cape Girardeau Police Department E-Citation Project	\$19,450.00	\$0.00
MO-P40	Nixa Police Department E-citation Project	\$25,843.00	\$0.00
Totals		\$789,985.62	\$255,532.86

*Budget Summary figures as of June 16, 2014

FY 2015 Budget Request**Crash System**

A significant initiative for 2013-14 is the anticipated upgrade of LETS to be a fully web/browser enabled application. The current 10 year old service platform continues to be a popular and efficient means of collecting and sharing crash report data for Missouri Law Enforcement. However, the service is becoming difficult to maintain due to this popularity as some support problems require thousands of workstation upgrades, for approximately 240 active Law Enforcement agencies, to affect a change. The resulting local support savings, hosting service delivery efficiencies and likely service improvement benefits for officers, due to the change in technologies employed, should be expected results of this needed upgrade.

MoDOT	LETS Software	\$ 151,577.00
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1. Secure federal funding in order for the MSHP to meet contract obligations with the NHTSA to support the FARS. The funding will cover expenditures associated with labor; indirect costs such as postage, office supplies, etc. and in-state and out-of-state travel.
2. Secure federal funding in order for the MSHP to meet our MOU obligation with the MoDOT and cover the costs to contract with computer consultants to transition STARS batch jobs from COOL: Gen technology.
3. Secure federal funding in order for the MSHP to contract with computer consultants to develop and implement web-based security enhancements to the STARS.
4. Secure funding to transition to a programming framework entitled DOT NET (.NET). MoDOT plans to initiate the safety module of the TMS .NET project in July 2014. This project will allow STARS integration with TMS to stay active.

MSHP (Highway Patrol)	Stars and Fars Support	\$ 150,945.56
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1. Continue administering the STARS program and timely collection and dissemination of motor vehicle crash data by
improving, or at minimum maintaining, our current crash report processing levels.
2. Make certain law enforcement agencies are forwarding motor vehicle crash reports to the statewide repository for
inclusion into the STARS by performing annual reviews of each agency's accident report count. Also, establish a
dialogue with agencies that have failed to submit crash reports/data or under reported to the STARS.

3. Enhance Missouri law enforcement officers knowledge of the STARS motor vehicle crash classification/reporting requirements by either providing training seminars within approximately 100 miles (one way) of their jurisdiction, or regional-type training sessions.
4. Make certain, within two weeks from the date of their request, statewide coroners and medical examiners are supplied with the instruments necessary to collect specimens from motor vehicle fatality crash victims for testing of alcohol and/or drugs.
5. Secure contractual technical support in order to maintain the STARS, test and support interfaces between law enforcement record management systems and STARS, resolve any unexpected malfunctions that would negatively impact the system, and develop and implement necessary system enhancements.
6. Stay abreast of local, state, and national training seminars or information forums pertaining to traffic records issues, systems, programs, practices, etc. and if deemed beneficial, permit Traffic Records Division personnel to attend.
7. Make certain a sufficient supply of Missouri Uniform Crash Report forms, Missouri Uniform Crash Report Preparation Manuals and related items are available for dissemination to statewide law enforcement personnel.

MSHP (Highway Patrol) Statewide Traffic Accident Records System \$ 132,285.00

Provide training for new users on accident recording software. As well as provide assistance to local municipalities in updating their networks in order to improve for a faster and more thorough compilation and recording of crash and citation data.

MoDOT Local Data Improvement \$ 68,000.00

Vehicle System

No Projects

Driver System

No Projects

Roadway System

No Projects

Citation / Adjudication System

The Office of State Courts Administrator (OSCA) is requesting funding to improve the collection and management of traffic records, as well as increase the accuracy and timeliness of reporting disposition information by monitoring the electronic transmission of traffic-related conviction data from the courts to DOR and MSHP to determine if on-site assistance or training/instruction is required to increase the accuracy and timeliness of reporting.

OSCA (State Courts)	Missouri Court JIS Monitoring	\$ 225,066.91
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EMS / Injury Surveillance System

EMS Run Data Interface

The project has two main parts: In part 1, the DHSS will work with the ambulance services to increase participation through no-cost means to improve electronic reporting. In part 2: the DHSS will seek funding, spread over multiple years, to pay for complete coverage of EMS providers so that every ambulance is provided with a laptop computer. The DHSS will then require 100% reporting by all services of all runs using the electronic systems. This data will be interfaced with the Missouri State Highway Patrol (MSHP) fatal crash records.

DHSS	EMS Run Data Interface	\$ 15,000.00
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This project is designed to link the Highway Patrol's crash records to hospital, emergency room, and mortality records. We are going to Integrate and link the data systems across agencies and improve completeness of the linked data. Our objectives are to link the highway patrol to hospital and mortality records. Our first goal is to increase timeliness of linkage of hospital and mortality records to the highway patrol's records. This currently occurs two (2) years after the data become available. The objective is to reduce this to one (1) year. Currently our

ambulance data is not available in a file that can be linked. A required budget of \$45,000 will reimburse for two staff to edit and de-identify the data as well as to subcontract with the university to provide the analysis for the most recent year.

DHSS	CODES	\$ 45,000.00
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Other

This project would develop a software interface between the REJIS electronic ticketing system and the electronic state prosecutor/court system to allow electronic transmittal of traffic citations. Numerous county and municipal law enforcement agencies throughout the state of Missouri use the REJIS electronic ticketing system. The St. Louis County Police Department, Lee's Summit, and Nixa Police Departments to coordinate a model project, which will include the purchase of electronic ticketing printers, mobile data terminals, installation, supplies as well as the development of the interface software. When fully tested and determined to be working properly, the interface software will be provided at no cost to all city/county agencies utilizing the REJIS system, thereby creating a statewide interface between REJIS and state courts/prosecutors. This electronic interface will reduce the time that it takes to route traffic citations to the prosecutor/court and increase the accuracy of the citations.

Lee's Summit, St. Louis County, & Nixa	Software Upgrades	\$ 200,000.00
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Total FY 2015 Budget Request..... \$ 987,874.47

Crash System



Crash System Measurements

Timeliness

Measure

Relevant Project(s)

C-T-1: The *median* or *mean* number of days from (a) the crash date to (b) the date the

TRIPRS Project # MO-P06 - LETS Software
TRIPRS Project # MO-P22 – Local Data Improvement

crash report is entered into the database.

C-T-2: The *percentage* of crash reports entered into the database within XX* days after the crash.

*e.g., 30, 60, or 90 days

C-T-1

Objective: Less than 30 days

Results:

Baseline	2010	2011	2012	2013
30.95	30.95	40.18	89.73	153.16

Results Description:

Average Time for Crash Reports to Reach the TMS

2011			2012			2013		
Month	Nmbr of Reports	Avg Time To TMS	Month	Nmbr of Reports	Avg Time To TMS	Month	Nmbr of Reports	Avg Time To TMS
Jan	13,582	36.60	Jan	12,146	83.56	Jan	11,304	153.97

Feb	12,559	36.91	Feb	11,289	85.75	Feb	10,581	152.76
Mar	11,622	34.68	Mar	12,533	83.23	Mar	12,042	153.16
Apr	12,085	32.32	Apr	11,905	84.59	Apr	11,014	148.67
May	13,583	33.02	May	13,405	96.49	May	13,405	96.49
Jun	13,186	35.54	Jun	12,636	104.75	Jun	12,543	155.81
Total	76,617	34.85		73,914	89.73		69,370	153.16

(* - Local law enforcement began submitting the revised crash reports electronically on January 1st.)

The project has experienced an increase in time for crash reports to be received by TMS. The increase in time is apparent starting in January of 2013. The increased time to TMS is caused from the introduction of the updated crash form which increased the fully compliant MMUC data elements from 26 to 36.

Measurement Method: The difference between the date of the crash and the date of the data entry for each report is determined. All differences are added and divided by the number of crash reports to obtain the average for each month. The weight of each month based on the number of reports is obtained by dividing each month's report total by the total number of reports. The weighted average for that reporting period is established by computing $(W1X1) + (W2X2) + (W3X3) + (W4X4) + (W5X5)$.

C-T-2

Objective:

Results:

Baseline	2006	2007	2008	2009	2010
-	-	-	-	-	-

Results Description:

Measurement Method:

* We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, accessibility.

Project Summary Report

Missouri

Project Label - Name: MO-P06 - Law Enforcement Traffic Software (L.E.T.S.)

Priority:

Revision Date: 15-JUN-2010

Last Updated: 16-JUN-2014

Status: Active

Lead Agency: Highway Safety Division

Partners: Regional Justice Information System (REJIS)

Missouri State Highway Patrol

Website:

Project Director

Name: Mr. Jeremy Hodges

Agency: Missouri Department of Transportation ,

Address: 1320 Creek Trail Drive

Jefferson City, MO 65102

Phone: 573-751-5419

Email: Jeremy.Hodges@modot.mo.gov

Project Description: REJIS (Regional Justice Information System in St. Louis) developed and provides a web-based traffic data management system for local law enforcement agencies throughout the State of Missouri. This software has been developed with the oversight and approval of an advisory board comprised of local agencies and funded by NHTSA 402,408, and 405c funds. Training for new users is provided at TWO dedicated sites in a classroom environment as well as via the internet and a dedicated customer service line. The customer help desk also assists in providing customer support for software issues that may arise on a local basis. This software allows the agencies to enter crash and citation data that is stored on a dedicated server at REJIS.

The LETS software currently utilizes an X-Y coordinate mapping system to plot the locations of each crash and citation occurrence. This system is labor intensive to larger cities and requires update maintenance. MoDOT has developed a GPS based mapping system that allows local crash data to be located on MoDOT's GIS maps.

REJIS will continue to assure that all data will be acceptable to the State of Missouri's accident reporting system (STARS) for electronic filing.

Project Goal(s):

Redesign the original LETS system to make it more robust and user friendly.

Continue training for new users in a classroom environment

Continue providing a help desk to LETS users for customer support.

Benchmark:

As of October 1, 2006, the LETS software is being used by approximately 50 local law enforcement agencies. REJIS has developed and piloted crash report collection software for mobile laptops. A collision diagram package has also been tested by law enforcement agencies. The agencies decided that the crash zone collision reconstruction software was the easiest for law enforcement to utilize.

As of 6/16/14 the LETS software is being used by 267 agencies to report electronically to the MSHP repository.

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Mobile crash report entry software	06-01-2007		Completed
Integration of collision diagram package	08-01-2007		Completed
Electronic transfer of LETS crash data to STARS system	12-31-2008	01-02-2009	Completed
GPS Location Tool for LETS crash data	03-01-2012	04-20-2012	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u> 06-16-2007	<u>Report End</u> 06-15-2008	<u>Report Date</u> 06-15-2008	<u>Provided By</u>
Progress	The collision diagram issue has been resolved by REJIS. A protocol was developed that will "tag" the diagram and assign it to the report for electronic transfer. Testing for electronic transfer continues between REJIS and the MSHP. It is anticipated that the data from all LETS participants will be capable of electronic transfer by the end of this year.		
Problems			
Plans	REJIS and the MSHP are conducting testing of the electronic transfer capability of the LETS software. The collision diagram issue has been resolved. The next item to be addressed will be the GPS location. This will allow MoDOT and MSHP to "land" the local crash data on GPS mapping systems for crash data review.		
Comments			

<u>Report Start</u> 06-16-2008	<u>Report End</u> 06-15-2009	<u>Report Date</u> 02-20-2009	<u>Provided By</u>
Progress	Electronic filing of crash data from LETS users is now active. The Missouri traffic crash system (STARS) began accepting the electronic filing on January 2, 2009.		
Problems	None encountered		
Plans	Continue to increase the number of LETS users resulting in an increased number of crash reports being electronically filed.		
Comments	This project is complimented by the Local Crash Data Filing (MO-P22) as local agencies that are contacted and have no RMS system of wish to change are referred to this LETS software. Through the efforts of MO-P22, the results of this project will be enhanced.		

<u>Report Start</u> 06-16-2010	<u>Report End</u> 06-15-2011	<u>Report Date</u> 06-22-2011	<u>Provided By</u> R Silvey
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Progress	One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase. The result has decreased the number of days for non-state patrol crash reports to reach the STARS system. Prior to electronic submission capability, it took 82.08 days for crash reports to be entered into the State's database by local law enforcement. That number has decreased to 49.04 days at the end of FY 10.
Problems	Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The LETS software had to be updated to include the new crash report form. Work on this is in its final stages and LETS will be ready for the implementation date.
Plans	A GPS location tool will be added to the LETS software in 2012. This will allow officers to point and click the crash location on a GPS map. The software will automatically fill in all location information. The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal will be ready in 2012.
Comments	None

<u>Report Start</u> 10-01-2011	<u>Report End</u> 04-18-2012	<u>Report Date</u> 04-18-2012	<u>Provided By</u> Randy Silvey
Progress	The LETS software has been rewritten to include the revised Missouri crash report form both in paper format and electronic format. LETS was the only software in Missouri capable of transitioning to the new report form on January 1, 2012. A GPS Location Tool is being tested for use with the LETS software which will allow an officer to point and click the location of the crash with the location data being automatically entered onto the report. REJIS is also testing a data portal that will allow other records management systems access to their agency's crash data stored in LETS. Both the GPS Location Tool and the Portal will be available by the end of April, 2012. As of March 1, 2012 there are 102 local law enforcement agencies using the LETS software which accounts for 35,000 of the crash reports in Missouri.		
Problems	None reported.		
Plans	Continue soliciting non-LETS agencies to use the software for electronic reporting to the STARS system. Secondly, to host a statewide workshop previewing the software.		
Comments			

<u>Report Start</u> 06-16-2011	<u>Report End</u> 06-15-2012	<u>Report Date</u> 06-16-2014	<u>Provided By</u> Jeremy Hodges
Progress	One of Missouri's goals is to increase the electronic submission of crash reports to the state crash report database (STARS). The LETS software has caused the number of crash reports submitted electronically to increase by approximately 37,335 annually. The result has not decreased the number of days for non-state patrol crash reports to reach the STARS system because of the already large backlog from implementing the new crash report.		
Problems	Missouri has revised its crash report form to include additional MMUCC codes. The new form will be implemented on January 1, 2012. The implementation was well received by law enforcement agencies. The LETS software had to be updated to include the new crash report form. The LETS software was ready to go with the new crash form on January 1, 2012.		
Plans	A GPS location tool was added to the LETS software in 2012. This tool has allowed officers to point and click the crash location on a GPS map and land the crashes with a uniform mapping system. The software also automatically fills in all location information to prevent data entry errors. The LETS software will also provide a portal for RMS systems to extract data from the LETS database for local vehicle and persons files. This portal will be ready in 2012.		
Comments			

Linked Items

<i>Type</i>	<i>Label</i>	<i>Name</i>
Performance Measure	C-T-01A	The median number of days from the crash date to the date the crash report is entered into the data system

Project Summary Report

Missouri

Project Label - Name: MO-P22 - Local Data Improvement

Priority:

Revision Date: 15-JUN-2010

Last Updated: 11-MAR-2013

Status: Active

Lead Agency: MoDOT Highway Safety Division

Partners: Missouri State Highway Patrol, REJIS

Website:

Project Director

Name: Mr. Jeremy Hodges

Agency: Missouri Department of Transportation ,

Address: 1320 Creek Trail Drive

Jefferson City, MO 65102

Phone: 573-751-5419

Email: Jeremy.Hodges@modot.mo.gov

Project Description: Based upon the identified problem of getting data into a format to allow for full electronic transfer, a need exists to work directly with the local law enforcement agencies to make adjustments that will allow this to happen.

Specifically, each reporting agency will need to have an assessment completed to determine what actions are needed to allow for direct input into the STARS system.

This means that based upon the identified requirements by the Missouri State Highway Patrol's STARS system, assistance will need to be provided to local agencies that currently collect crash data in the different software data bases. Also for those agencies who currently do not have a software system to capture traffic crash data they will need to be provided with potential technical assistance to bring then on line with one of the available systems, including the state's Law Enforcement Traffic System, (LETS). This project will provide for a liaison to work directly with the local law enforcement agencies to allow them to up-grade/up-date their current local systems to transfer directly with the STARS system of the Missouri State Highway Patrol. This project will also assist local agencies with e-submission of citations through the purchase and integration of e-citation software and hardware. It will also

assist in the development of electronic alcohol influence reports (AIRs) which will allow for local departments to provide Department of Revenue (DOR) with real time alcohol offense data. This project will also provide assist to agencies in developing a low cost means of electronically applying for search warrants.

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Identification of local agencies not participating in electronic crash data transfer provided by LETS software.	12-31-2008	12-31-2008	
Identify protocols needed for local electronic filing for agencies not using LETS system	03-31-2009		
Coordinate protocol development	04-01-2009		

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2019</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2020</i>	<i>Total Budget</i>
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Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u> 06-16-2007	<u>Report End</u> 06-15-2008	<u>Report Date</u> 06-15-2008	<u>Provided By</u>
Progress	During this project year there was direct contact with 350 local law enforcement agencies. There have been a total of 27 agencies that moved to the LETS software.		
Problems			
Plans	This is a new project that has been developed to identify those agencies not utilizing the LETS software which will soon allow electronic transfer of crash data. Funding for this project will allow Missouri to build protocols for various software suites that enable non-LETS users to file crash data electronically.		
Comments			

<u>Report Start</u> 06-16-2008	<u>Report End</u> 06-15-2009	<u>Report Date</u> 02-18-2009	<u>Provided By</u> Randy Silvey
Progress	<p>By December 31, 2008 the contractor had obtained a listing of local agencies not using the LETS software. Contact is being made with agencies to determine what RMS system is being used to collect crash data or, if no RMS system is used, to offer the LETS software to them.</p> <p>In January, 2009 a meeting was conducted with the Kansas City, Missouri Police Department. A new RMS had recently been installed and the agency has the capability to create extraction files as needed. The Missouri State Highway Patrol had previously provided the KCPD with a listing of the edit checks required for electronic transfer. The determination was that KCPD will be able to create an extraction file that will in turn electronically transfer their crash data to the STARS system. The target date for completion of the extraction files and begins transfer of data has been set for the third quarter of 2009. Hardware issues (MDT units for on-scene data collection) will be addressed through Section 408 funding.</p> <p>A similar meeting was held in January with the Platte County Sheriff's Department and the Lee's Summit Police Department. Both agencies use the same RMS system and will be capable of creating a shared extraction protocol. A target date for implementation has not been set but will likely occur by the end of the second quarter.</p> <p>Talks are underway with the ITI software company to utilize the Jackson County Sheriff's Department as a pilot site for creation of an extraction protocol within the ITI RMS software. Section 408 funding will be utilized for this project. If successful, this protocol can then be shared with approximately 90 other local agencies in Missouri that use the same ITI RMS software.</p>		
Problems			
Plans	<p>1) Continue extraction protocol development with the ITI company due to the large impact it will have on electronic transfer of crash data in Missouri.</p> <p>2) Continue monitoring the extraction file development with Kansas City, Platte County, and Lee's Summit.</p> <p>3) Continue to contact agencies not having an RMS system and encourage usage of the LETS software.</p>		

Comments	<p>This project is one of three projects that are designed to implement the electronic transfer of crash data to the STARS system. The other two are the LETS software project and the Missouri State Patrol Auto-Entry project.</p> <p>With the implementation of the Kansas City PD extraction protocol, Missouri will see an increase of at least 10% of crash data being electronically filed overall.</p>
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<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2010	06-15-2011	06-23-2011	
Progress	The contractor has moved approximately 55 law enforcement agencies to the LETS software. Of these agencies about 30 are electronically transferring the crash data to the State's database. He is also working with the law enforcement agencies to determine if their RMS system provider will be revising their crash report form to comply with the new state form to be implemented on January 1, 2012.		
Problems	None		
Plans	Continued contact with the LE agencies concerning their RMS systems being compliant with the new crash report form. He will also continue to guide agencies towards the LETS software or will assist in developing other means of electronically transferring crash data to the State's database.		
Comments	It should be noted that the activities of this project have directly affected the number of days it takes for crash data to be entered into the State's database. Electronic transfer of crash data to the State's database is a high priority of the Highway Safety Office. This project is an important part of that priority.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	09-30-2011	02-06-2012	Randy Silvey
Progress	During this project year there was direct contact with 350 local law enforcement agencies. There were 27 agencies that moved to the LETS software. There were 116 other agencies that requested the training that would enable them to use the LETS software.		
Problems			
Plans	This project has been completed. The contractor has taken a role as a local liaison with the REJIS company for the LETS software project (MO-P06)		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	04-18-2012	04-18-2012	Randy Silvey
Progress	No activity to report. No local assistance has been requested as of this date.		
Problems	None		
Plans	Continue to provide funding assistance to local agencies in order to facilitate electronic reporting of crash reports.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	09-30-2012	03-11-2013	Jeremy Hodges
Progress	During this project year there was direct contact with 350 local law enforcement agencies. There have been a total of 27 agencies that moved to the LETS software.		
Problems	None		
Plans	Continue to provide funding assistance to local agencies in order to facilitate electronic reporting of crash reports.		
Comments			

Linked Items

Type	Label	Name
Performance Measure	MO-PM39	Increase Automation of Local Crash Reporting
Performance Measure	MO 24	Local Crash Data Electronic Filing

Performance Measure	C-T-01A	The median number of days from the crash date to the date the crash report is entered into the data system
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**MAP-21 SECTION 405c
INTERIM PROGRESS REPORTING IN FY 2015**

State: Missouri Report Date: 5/22/2014 Submitted by: Jeremy Hodges

System to be Impacted	<u>X</u> CRASH ___ DRIVER ___ VEHICLE ___ ROADWAY ___ CITATION/ADJUDICATION ___ EMS/INJURY												
Performance Area(s) to be Impacted	<u>X</u> ACCURACY ___ TIMELINESS <u>X</u> COMPLETENESS ___ ACCESSIBILITY ___ UNIFORMITY <u>X</u> INTEGRATION												
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>The number of agencies reporting error free crash reports electronically to the highway patrol’s crash repository via LETS.</p> <p>The purpose of this project is to provide a reliable electronic crash reporting system that provides a high level of accuracy, integration, and accessibility to the crash reporting system for all law enforcement agencies. To provide training on an as needed basis for Missouri Law Enforcement to ensure the system is utilized in a consistent manner. The LETS system will also allow law enforcement agencies to integrate the crash reporting system with the Department of Revenue (DOR) in order to accurately identify the vehicle and driver data in the crash report by using DOR’s database.</p> <p>The focus of this project is to assist local law enforcement agencies in the use of the Law Enforcement Traffic Software (LETS). Based upon the identified problem of getting data into a format that allows for full electronic transfer, a need exists to work directly with the local law enforcement agencies, software providers and the State Traffic Accident Reporting System (STARS) staff to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. The edit checks that are incorporated in the LETS program are designed to submit crash reports to STARS in an error free format. This project will also provide support for LETS enhancements and user support.</p> <p>In order for MoDOT to receive accurate and complete data the LETS application has been extremely valuable. This project involved soliciting law enforcement agency support, an edit check system that streamlines accurate submission of crash reports, integration with DOR to ensure vehicle and driver data are accurate. The chart below indicates the number of agencies using LETS to electronically submit crash reports, the total number of crash reports submitted by LETS yearly, and the number of reports returned due to errors from Missouri Highway Patrol (MSHP).</p> <table><tr><td>Timeline</td><td>Total Agencies signed up to use LETS</td><td>Total reports submitted Electronically to STARS through LETS</td><td>LETS Submission Errors</td></tr><tr><td>4/01/12 to 3/31/13</td><td>246</td><td>31,611</td><td>226</td></tr><tr><td>4/01/13 to 3/31/14</td><td>267</td><td>37,335</td><td>117</td></tr></table>	Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors	4/01/12 to 3/31/13	246	31,611	226	4/01/13 to 3/31/14	267	37,335	117
Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors										
4/01/12 to 3/31/13	246	31,611	226										
4/01/13 to 3/31/14	267	37,335	117										

Is project included in the Strategic Plan and/or in TRIPRS?	Yes Law Enforcement Traffic Software (L.E.T.S.) (TRIPRS MO-P06) Strategic Plan Page 40
Is this a new project? Or was it the same measure used to show progress in FY13?	New Measure - No Same Measure as FY13 - Yes If yes, is the State using the same data set, with the same time period to demonstrate progress? No
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) For FY15 on March 31, 2013, LETS electronically submitted a total of 31,611 crash reports. As of March 31, 2014 LETS electronically submitted a total of 37,335 crash reports.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The total of agencies signed up to use the LETS program include all agencies that are active in the current LETS system. The total number of electronic crash reports are a sum off all reports submitted to LETS and then transferred to the Missouri State Highway Patrol's (MSHP) crash report repository. The number of LETS submission errors is provided by the Missouri State Highway Patrol.
Date and Baseline Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2012 (i.e., the prior year)	4/01/2012 - 3/31/2013 – 31,611 crash reports
Date and Current Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2013).	4/01/2013 - 3/31/2014 – 37,335 crash reports
Regional Program Manager (Susan DeCourcy) Conclusion and Comments Review Date: 6/5/2014	This project has continued to show increasing progress by impacting the Crash system in the performance area of accuracy, completeness and integration. They've demonstrated progress by increasing the number of LE agencies using LETS to electronically submit crash reports from 31,611 to 37,335, and decreasing the number of reports returned due to errors from 226 to 117. The project has shown performance progress.
TR Coordinator Comments (Sherri Cannon) Review Date: 6/5/2014	This project continues to demonstrate progress by increasing the number of agencies, increasing the number of crash reports and decreasing the number of report errors.
DRA (Susan DeCourcy) Comments Review Date: 6/5/2014	Same as Above.
RA (Chris Murphy) Comments	Concur that this project has demonstrated progress.

Review Date: 6/5/2014	
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Project Summary Report

Missouri

Project Label - Name: MO-P26 - Statewide Traffic Accident Records System / Missouri Uniform Accident Report Revision

Priority: High

Revision Date: 28-APR-2011

Last Updated: 15-FEB-2013

Status: Active

Lead Agency: Missouri State Highway Patrol

Partners: Town and County PD, Springfield PD, St. Louis PD, Kansas City PD, Bridgeton PD, Poplar Bluff PD, St. Joseph PD, Columbia PD, St. Charles County SD, Cass County SD, Platte County SD, St. Louis County Highway Department, AAA, Regional Justice Information Service, Missouri Safety Council, Missouri Department of Revenue, Missouri Department of Health and Senior Services, Missouri Department of Transportation, Federal Highway Administration, National Highway Traffic Safety Administration, Federal Motor Carrier Safety Administration, Missouri Safety Center

Website:

Project Director

Name: Mr. Russ Dunwiddie

Agency: Missouri State Highway Patrol, Assistant Director

Address: 1510 East Elm Street

Jefferson City, MO 65102

Phone: (573) 751-3012

Email: russ.dunwiddie@mshp.dps.mo.gov

Project Description: The Missouri Uniform Accident Report (MUAR) serves as the sole source document for uniformly reporting motor vehicle crash information in the state of Missouri. The Statewide Traffic Accident Records System (STARS) serves as the sole repository for motor vehicle crash data. The last revision to the STARS / MUAR was completed and implemented on January 1, 2002. Since this date, the third edition (2008) of the Model Minimum Uniform Crash Criteria (MMUCC) has been introduced to the national traffic safety community. Upon initial review of 2008 MMUCC, it is apparent a revision to the STARS and MUAR would be very beneficial in an effort enhance crash data that as a result can improve highway safety within the State and nation.

This project will entail a committee review and discussion of the 2008 MMUCC data elements for inclusion on the MUAR and in the STARS; development and testing of a prototype MUAR and MUAR Preparation Manual based on suggested committee changes;

update to the STARS technical and system specification document; programming and testing of the STARS as well as testing of local law enforcement crash report software / interfaces that submit crash data to the STARS; printing and dissemination of the revised MUAR, MUAR Preparation Manual, and MUAR field notebook; and training of statewide law enforcement personnel on the newly revised MUAR. Implementation of the newly revised MUAR and STARS is scheduled for January 1, 2012.

Additional funding is needed to complete the development and reprogramming of the STARS. The initial estimate was calculated in-house and was based on mere speculation. A detailed estimate has been obtained from professional consultants.

The final phase of the Statewide Traffic Accident Records System (STARS) rewrite, in conjunction with the revised Missouri Uniform Crash Report that will be implemented on January 1, 2012, includes development of code tables and system reports used by management into the new web-based STARS. The code table phase will allow entry, modification, limited removal, and viewing for validation purposes. There is also user level security that will be set up for each. The code tables include:

Arresting Agency Correlation

City Correlation

County Correlation

State

Vehicle Color

Vehicle Make

About 85 additional fields "tables" that contain specific set of supporting codes

The system report phase includes revising the "operator efficiency report" and "agency count report" that are used by managers of the STARS to track operator entry and agency crash report submission totals.

This relates to TRIPRS Project MO-P26 and performance measures MO-PM37 and MO-PM38.

BUDGET:

\$25,000

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Completion of the committee review of the 2008 MMUCC and recommended revisions to the MUAR.	08-31-2009	07-22-2009	Completed
Develop a prototype of the revised MUAR based on the committee MMUCC review and recommendations.	10-30-2009	11-18-2009	Completed
Complete revisions to the MUAR Preparation Manual based on MMUCC review and committee recommendations.	03-31-2010	04-29-2010	Completed
Committee review and discussion of the prototype MUAR and MUAR Preparation Manual.	05-31-2010	05-19-2010	Completed
Law Enforcement Testing of the prototype MUAR and MUAR Preparation Manual.	06-30-2010	07-30-2010	Completed
Develop the STARS technical and system specifications document.	07-30-2010	12-20-2010	Completed
Disseminate the STARS technical and system specifications document. Vendors and computer consultants to begin system development / programming of the STARS as well as local law enforcement crash reporting software.	02-28-2011	03-01-2011	Completed
Begin printing of the MUAR, MUAR Preparation Manual, and MUAR Field Investigation Notebook	02-28-2011	04-01-2011	Completed
First statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual	06-30-2011	07-13-2011	Completed
System testing of the revised STARS and local law enforcement crash report software / interfaces and if necessary update and redistribute the STARS technical and system specifications document based on system testing outcome.	07-29-2011	09-06-2011	Completed
Final testing of the revised STARS and local law enforcement agency software / interfaces.	10-31-2011	11-29-2011	Completed
Second statewide training circuit of law enforcement personnel on the newly revised MUAR and MUAR Preparation Manual.	12-30-2011	12-21-2011	Completed
Implementation of the revised MUAR, MUAR Preparation Manual, and STARS	01-01-2012	01-01-2012	Completed
Overtime to address a backlog of crash reports created by implementation of a new crash report form.	07-31-2012	07-28-2012	Completed
Ongoing support to existing interfaces that support electronic submission of crash data to STARS.	09-30-2012		Completed
Complete "bug fixes" and enhancements to the web-enabled STARS.	09-30-2012		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility

Crash	X	X			X	
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	04-18-2012	04-18-2012	Randy Silvey
Progress	Final testing of the revised STARS report form was completed in November 2011 with local law enforcement and various software providers. Major issues concerning interfaces and software have been addressed. A second statewide training circuit with local law enforcement personnel concerning the revised form and Preparation Manual was completed by December 21, 2011. Implementation of the revised form and manual occurred on January 1, 2012. As of this date, major interface issues and software bugs have been resolved.		
Problems	None reported.		
Plans	Continue debugging as required, Continue training of local law enforcement.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-19-2012	03-01-2013	03-11-2013	Jeremy Hodges

Progress	<i>Final testing of the revised STARS report form was completed in November 2011 with local law enforcement and various software providers. Major issues concerning interfaces and software have been addressed. A second statewide training circuit with local law enforcement personnel concerning the revised form and Preparation Manual was completed. Implementation of the revised form and manual occurred on January 1, 2012 and was well received by law enforcement. As of this date, major interface issues and software bugs have been resolved.</i>
Problems	<i>None reported</i>
Plans	<i>Continue debugging as required, Continue training of local law enforcement.</i>
Comments	

Linked Items

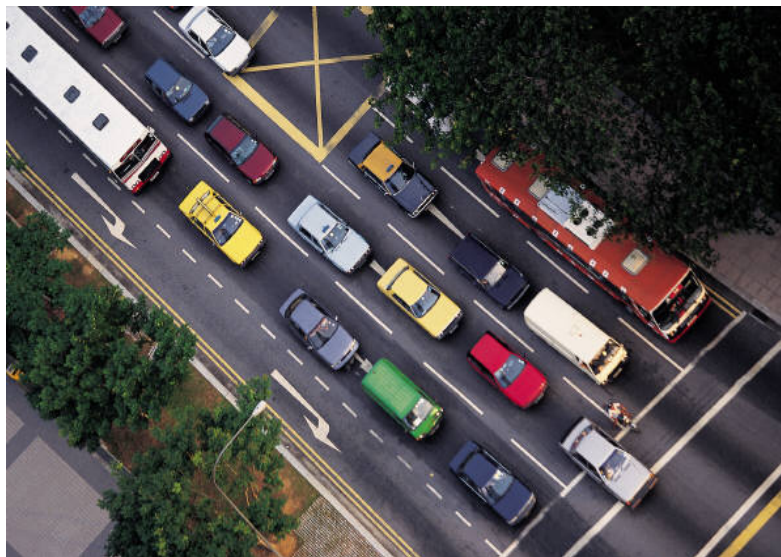
Type	Label	Name
Performance Measure	C-U-01	Number of MMUCC-compliant data elements

Crash System

2011 Traffic Records Assessment Recommendations

- I. Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.
- II. Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports from their crash collection software.
- III. Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.
- IV. Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.
- V. Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.
- VI. Continue efforts with the TRS community to integrate the crash file with other TRS components.
- VII. Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.
- VIII. Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.

Vehicle System



< No Projects Related to Vehicle System >

Vehicle System

2011 Traffic Records Assessment Recommendations

- I. Consider implementing an AAMVA standard barcode on registration documents to promote complete and accurate data transfer to other traffic records systems.
- II. Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.
- III. Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.

Driver System



< No Projects Related to Driver System >

Driver System

2011 Traffic Records Assessment Recommendations

- I. Consider issuing a distinctive driver license to drivers required to operate Ignition Interlock equipped vehicles.
- II. Encourage broader participation by courts to report disposition information electronically.
- III. Consider reporting crash information on the driver histories of all drivers involved in a crash.
- IV. Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.
- V. Continue to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.

Roadway System



< No Projects Related to Roadway System >

Roadway System

2011 Traffic Records Assessment Recommendation

- I. Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular Safety Analyst. This strategy should be presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.
- II. Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).
- III. Accelerate current efforts to include more roadway features data for local roads in the TMS.

Citation / Adjudication System



Citation / Adjudication System Measurements**Timeliness****Measure****Project**

C/A-T-1: The *median* or *mean* number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository.

C/A-T-2: The *median* or *mean* number of days from (a) the date of charge disposition to (b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository.

TRIPRS Project # MO-P35 Upgrade Electronic Traffic Reporting (ETR)

C/A-T-1**Objective:****Results:**

Baseline	2006	2007	2008	2009	2010
-	-	-	-	-	-

Results Description:**Measurement Method:****C/A-T-2****Objective:****Results:**

Baseline	2009	2010	2011	2012	2013
-	-	-	73%	74%	89%

Results Description:

Measurement Method:

*We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, or accessibility.

Project Summary Report

Missouri

Project Label - Name: MO-P35 - Upgrade Electronic Traffic Reporting (ETR) Interface

Priority: Medium

Revision Date: 23-JUN-2011

Last Updated: 16-JUN-2014

Status: Active

Lead Agency: Office of State Courts Administrator

Partners: Missouri courts, Department of Revenue, Missouri State Highway Patrol and Missouri Office of Prosecutorial Services

Website:

Project Director

Name: Mr. Doug Buschjost

Agency: OSCA, Project Manager

Address: 2112 Industrial Drive

Jefferson City, MO 65109

Phone: (573) 751-4377

Email: doug.buschjost@courts.mo.gov

Project Description: The purpose of the Electronic Traffic Reporting (ETR) is to submit all traffic dispositions to DOR and MSHP, including:

- Records of Conviction "ROC,"
- Traffic charges with dispositions on tickets written by MSHP,
- Felony and misdemeanor traffic charges with sentences (e.g., Driving While Intoxicated, Vehicular Manslaughter, etc.),
- Municipal ordinances tried in circuit or associate court or associate judge as a municipal judge,
- Bond forfeiture where the bond forfeiture is not considered the final disposition,
- Misdemeanors and ordinances where the defendant was operating a vehicle in the commission of the violation,
- Not-guilty and Suspended Imposition of Sentence (SIS) traffic dispositions involving alcohol and substance abuse,
- Amended ROCs where selected information was updated or corrected by the

court.

Courts currently reported through an automated extract process which is submitted once a day. However, it became apparent to OSCA that the software required to operate the current statewide case management system (JIS) would no longer be supported by the vendor and would not operate on the next generation of hardware. Therefore, parts will no longer be available for the existing servers and thousands of workstations. To position Missouri courts with new web-based technologies that will be sustainable for years to come, in 2008, the Supreme Court's Automation Committee agreed that an upgrade was not only necessary, but critical to the future of the judiciary. The Automation Committee signed an agreement committing the judiciary to proceed with the upgrade.

In order to continue the essential ETR interface between the courts, DOR and MSHP, upon which many state and federal agencies have come to rely and benefit, it must be redesigned, implemented and deployed statewide using the new/upgraded Justice Information System. These modifications will allow for more efficient and sustainable interfaces with other systems and utilize NIEM and XML technologies. The upgrade will require the hiring of contracted staff to develop technical specifications, programming and testing of the new process.

OSCA will begin the initial technical development of the ETR interface; however, these activities will not produce a result subsequent enough to align with performance measures during this grant cycle.

Contract hours will be used toward the end of the grant cycle to begin the technical analysis and development of the ETR interface between OSCA, MSHP and DOR.

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate	09-30-2013		On Schedule
Develop test environments in order to sufficiently submit and analyze the modified electronic traffic reporting data elements.	12-31-2013		Behind Schedule
Deploy the electronic traffic reporting enhancements by September 30, 2014	09-30-2014		Behind Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X			X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	05-31-2014	06-16-2014	Melissa Kampeter

	<p>1) Deploy the electronic traffic reporting enhancements by September 30, 2014 (JIS Conversion)</p> <p><i>Progress: Because the vendor has to convert a system they're not familiar with, it will until the end of 2015 to complete the project. The complexity of the converted forms is taking the vendor longer than expected to complete the conversation. PAQ 1 (Case Management and Accounting)</i></p> <table> <tr> <td>Delivery 1</td><td>17 forms</td></tr> <tr> <td>Delivery 2</td><td>18 forms</td></tr> <tr> <td>Delivery 3</td><td>16 forms</td></tr> <tr> <td>Total</td><td>51 forms</td></tr> </table> <p><i>All Use cases for PAQ 1 are completed and delivered to the vendor. Twenty-three converted forms have been delivered to OSCA for testing (17 from Delivery 1 plus 6 from Delivery 2). None have passed testing at this time. Delivery Dates for PAQ 1 Delivery 2.2 is August 8, 2014 . Delivery Dates for PAQ 1 Delivery 2.3 is October 17, 2014. No Delivery Dates yet for PAQ 1 Delivery 3.</i></p>	Delivery 1	17 forms	Delivery 2	18 forms	Delivery 3	16 forms	Total	51 forms
Delivery 1	17 forms								
Delivery 2	18 forms								
Delivery 3	16 forms								
Total	51 forms								
<p>Progress</p>	<p>PAQ 2 (Case Management and Accounting)</p> <p>Delivery 1-7 52 forms</p> <p><i>Forty-six use cases for PAQ 2 are completed and waiting to be delivered to the vendor when all of them are completed.</i></p> <p>2) Developed test environment in order to sufficiently submit and analyze traffic reporting data elements.</p> <p><i>Progress:Because of the order of delivery of the forms from the vendor, staff has to test forms multiple time to ensure they're working as expected.</i></p> <p>3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate</p> <p><i>Progress: In March, 2104, 490 of the 619 courts (115 state courts and 504 municipal courts) reported 90% or higher success rate which equates to 80%.</i></p>								
<p>Problems</p>	<p>1) Deploy the electronic traffic reporting enhancements by September 30, 2014 (JIS Conversion)</p> <p><i>Problem: Because the vendor has to convert a system they're not familiar with, it will until the end of 2015 to complete the project. The complexity of the converted forms is taking the vendor longer than expected to complete the conversation.</i></p> <p>2) Developed test environment in order to sufficiently submit and analyze traffic reporting data elements.</p> <p><i>Problem: Because of the order of delivery of the forms from the vendor, staff has to test forms multiple time to ensure they're working as expected.</i></p> <p>3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate</p> <p><i>Problem: A large number of courts reporting record of conviction are municipal divisions, which rely on the postal service to submit their information to the Department of Revenue. By using the postal service, there are delays in submitting the record of convictions within 7 days, as required by statute.</i></p>								

Plans	<i>1) Deploy the electronic traffic reporting enhancements by September 30, 2014 (JIS Conversion) Plans: Work with the vendor and other criminal justice agencies (Missouri State Highway Patrol and Missouri Department of Revenue) to ensure that the conversion will transmit record of conviction data correctly and accurately.</i>
	<i>2) Developed test environment in order to sufficiently submit and analyze traffic reporting data elements. Plans: Test the forms as delivered by the vendor to ensure that the functionality that transmit data to the criminal justice agencies (Missouri State Highway Patrol and Department of Revenue) works correctly.</i>
	<i>3) At least 70% of the courts will be reporting within 7 days at a 90%-100% success rate Plans: Continue to work with all courts to ensure that records of convictions are reported timely. Staff will assist courts with working on problems located on their issues log and provide training for courts when their conviction reporting is below 90%.</i>
Comments	

Linked Items

Type	Label	Name

**MAP-21 SECTION 405c
INTERIM PROGRESS REPORTING IN FY 2015**

State: Missouri Report Date: 5/29/2014 Submitted by: Jeremy Hodges

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input checked="" type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY									
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION									
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>OSCA will monitor the timeliness and accuracy of disposition reporting in an attempt to ensure that 75% of all courts (state and municipal) report traffic dispositions/records of conviction at a 90%-100% success rate within 7 days. OSCA will track the average number of days for all courts and compare the current reporting cycle to the same reporting cycle of the previous year.</p> <table border="1"> <thead> <tr> <th>Timeline</th><th>Total Reports</th><th>Percentage Reporting Within 7 Days</th></tr> </thead> <tbody> <tr> <td>04/01/12 - 03/31/13</td><td>average-490</td><td>74%</td></tr> <tr> <td>04/01/13 - 03/31/14</td><td>average- 480</td><td>89%</td></tr> </tbody> </table>	Timeline	Total Reports	Percentage Reporting Within 7 Days	04/01/12 - 03/31/13	average-490	74%	04/01/13 - 03/31/14	average- 480	89%
Timeline	Total Reports	Percentage Reporting Within 7 Days								
04/01/12 - 03/31/13	average-490	74%								
04/01/13 - 03/31/14	average- 480	89%								
Is project included in the Strategic Plan and/or in TRIPRS?	<p>Yes</p> <p align="center">Upgrade Electronic Traffic Reporting (ETR) (TRIPRS MO-P35) Strategic Plan Page 138</p>									
Is this a new project? Or was it the same measure used to show progress in FY13?	<p>New Measure - No</p> <p>Same Measure as FY13 - Yes</p> <p>If yes, is the State using the same data set, with the same time period to demonstrate progress? No</p>									
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>For FY14 on March, 31, 2013, OSCA had an average of 363 courts reporting 90-100% of cases within 7 days . As of March 31, 2014 OSCA had an average of 360 courts reporting 90-100% of cases within 7 days.</p>									
Specification of how the Measure is calculated / estimated	<p>Narrative Description of Calculation / Estimation Method</p> <p>The number of courts reporting within 7 days. This number is derived by summing the number of total reports compared to the reports submitted within 7 days.</p>									
Date and Baseline Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2012 (i.e., the prior year)	<p>4/1/2012 - 3/31/2013 – 74% of an average of 488 courts reports within 7 days</p>									

Date and Current Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2013).	4/1/2013 - 3/31/2014 – 89% of an average 490 courts reports within 7 days
Regional Program Manager (Susan DeCourcy) Conclusion and Comments Review Date: 6/4/2014	This project has continued to show progress by impacting the citation/adjudication system in the performance area of timeliness. They've demonstrated progress by increasing the average number of courts reporting traffic dispositions within 7 days. The project has shown performance progress.
TR Coordinator (Sherri Cannon) Comments Review Date: 6/5/2014	This project has demonstrated progress by increasing the average number of courts that provide courts reports within 7 days.
DRA (Susan DeCourcy) Comments Review Date: 6/4/2014	Same as Above.
RA (Chris Murphy) Comments Review Date: 6/5/2014	Concur that this project has demonstrated progress.

Project Summary Report

Missouri

Project Label - Name: MO-P37 - St. Louis County Electronic Ticketing**Priority:** Low**Revision Date:** 01-OCT-2012**Last Updated:** 26-FEB-2013**Status:** Start Up**Lead Agency:** St. Louis County Police Department**Partners:** OSCA and DOR**Website:****Project Director**

Name: Mr. Jeremy Hodges

Agency: Missouri Department of Transportation ,

Address: 1320 Creek Trail Drive

Jefferson City, MO 65102

Phone: 573-751-5419

Email: Jeremy.Hodges@modot.mo.gov

Project Description: A partnership would be developed between stakeholders (MODOT, St. Louis County PD, REJIS, OSCA, St. Louis County Prosecuting Attorney's office, and any other identified parties). Hardware, software and other supplies necessary for an electronic ticketing model project would be purchased. REJIS will develop an interface between any applicable systems that the state court, prosecuting attorney, and Fine Collection Center currently operate. The interface would be fully tested and evaluated by the St. Louis County Police Department and REJIS. Once the stakeholders are satisfied that the interface works and performs as required, it would be rolled out statewide to all REJIS users, free of charge.

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement electronic ticketing for traffic officers in order to: 1. Reduce error rate on tickets 2. Reduce clerical entry time 3. Reduce time delay between issuance and receipt in state court system	09-30-2015		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2012	03-01-2013	06-16-2014	Jeremy Hodges
Progress	We are working with vendors to acquire the hardware for law enforcement agencies to submit citation data electronically to the municipal court.		
Problems	We have encountered slow response from vendors as well as the extensive amount of time necessary to acquire the waivers necessary to stay in compliance with the Buy America Act.		
Plans	Continue to pursue electronic submission of citation data from the law enforcement officer to the Office of State Court Administrators.		
Comments			

Linked Items

<i>Type</i>	<i>Label</i>	<i>Name</i>

Project Summary Report

Missouri

Project Label - Name: MO-P38 - Lee's Summit Electronic Ticketing**Priority:** Low**Revision Date:** 01-OCT-2012**Last Updated:** 11-MAR-2013**Status:** Start Up**Lead Agency:** Lee's Summit Police Department**Partners:** OSCA, DOR, Municipal Court**Website:****Project Director**

Name: Mr. Jeremy Hodges

Agency: Missouri Department of Transportation ,

Address: 1320 Creek Trail Drive

Jefferson City, MO 65102

Phone: 573-751-5419

Email: Jeremy.Hodges@modot.mo.gov

Project Description: Introduce electronic ticketing into our agency and municipal court. Once the electronic ticketing is integrated with the municipal court we will begin to review options to submit to OSCA and DOR electronically.

Milestones

Milestone Description	Target Date	Actual Date	Status
Implement mobile ticketing for traffic officers	04-01-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X		X	X		
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
10-01-2012	03-01-2013	03-11-2013	Jeremy Hodges
Progress	The agency is still taking bids on equipment and evaluating vendors prior to implementation		
Problems	None reported		
Plans	Continue to pursue e-citation data is collected from the officer to the state court.		
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2013	06-16-2014	06-16-2014	Jeremy Hodges
Progress	Currently Lee's Summit has begun to utilize e-citation devices with a few members of their traffic unit. Once these officers are trained they are going to train the entire traffic unit on the use of the e-citation devices.		
Problems	The interface from the police department's records management system and the courts has been slow to get developed. The courts have transferred over to JIS although the interface from REJIS mobile ticketing to JIS is still in the procurement process. The purchase of mobile data terminals (Toughbook tablets) has been put on hold until the Buy America Waiver is approved in DC.		

Plans	<i>The agency plans to continue to utilize 405c funds to acquire hardware and software to ensure that the interface between REJIS and JIS is complete and the entire traffic unit is using e-citation devices.</i>
Comments	

Linked Items

Type	Label	Name

Project Summary Report

Missouri

Project Label - Name: MO-P39 - Cape Girardeau Police Department E-Citation Project

Priority:

Revision Date: 19-NOV-2013

Last Updated: 19-NOV-2013

Status: Start Up

Lead Agency: Cape Girardeau Police Department

Partners: OSCA, DOR, Municipal Court

Website:

Project Director

Name: *Darin Hickey*

Agency: *Cape Girardeau Police Department, Training and Community Affairs Division*

Address: *40 S. Sprigg*

Cape Girardeau, MO 63703

Phone: *(573) 335-6621 1263*

Email: *dhickey@cityofcapegirardeau.org*

Project Description: E-Citation

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	X
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$19,450.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
10-01-2013	06-16-2014	06-16-2014	Jeremy Hodges
Progress	Currently Brazos Technology is developing and implementing the e-citation project for Cape Girardeau Police Department.		
Problems	The city council was slow in regards to approving the initial project although now the developers and trainers are working on getting the system up and running.		
Plans	Continue to provide support to the agency to improve the implementation and submission of citation data.		
Comments			

Linked Items

Type	Label	Name

Project Summary Report

Missouri

Project Label - Name: MO-P40 - Nixa Police Department E-Citation

Priority: 1

Revision Date: 19-NOV-2013

Last Updated: 20-NOV-2013

Status: Start Up

Lead Agency: Nixa Police Department

Partners: OSCA, DOR, Municipal Courts

Website:

Project Director

Name: Brent Forgey

Agency: Nixa Police Dept., School Resource Officer

Address: PO Box 395

Nixa, MO 65714-7001

Phone: (417) 725-2510

Email: bforgey@nixa.com

Project Description: E-Citation

Milestones

Milestone Description	Target Date	Actual Date	Status

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X		X
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$20,000.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$20,544.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2014	06-16-2014	06-16-2014	Jeremy Hodges
Progress	Currently this project is on hold because of the Buy America Act Waiver process.		
Problems			
Plans	Once the waiver for e-citation printers that has been submitted is approved REJIS will begin to implement the e-citation program and interface.		
Comments			

Linked Items

Type	Label	Name

Citation / Adjudication System

2011 Traffic Records Assessment Recommendations

- I. Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.
- II. Continue development of canned statistical reports in JIS.
- III. Promote the expanded use of the LETS and FATPOT citation modules.
- IV. Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.
- V. Automate the results of the seven (7) day reporting requirement within the Courts so that all compliance information is disseminated electronically.

EMS / Injury Surveillance System



EMS / Injury Surveillance System Measurements**Timeliness****Measure**

I-T-1: The *median* or *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database.

I-T-2: The *percentage* of EMS patient care reports entered into the State EMS discharge file within XX* days after the EMS run.

*e.g., 5, 30, or 90 days

Project

TRIPRS Project #MO-P30 – EMS Run Reporting

As of this date of January 1, 2013 the ambulance agencies of the state of MO report quarterly and are required to report all ambulance run data.

The Department of Health and Senior Services, Bureau of EMS requires that all ambulance calls must be complete in a 24 hour period of the time of the actual ambulance call. This is a policy found throughout the Ambulance Services in the state of MO.

I-T-1

Objective: To collect **ALL** Missouri ground/air Ambulance reports. This will improve patient care throughout the state of MO. This will assist in following the patient through the MO Trauma System and all other calls. The time critical diagnosis system is currently being implemented throughout the state of Missouri. With the Time Critical Diagnosis, air/ground ambulance services are required to take the severely sick and injured to the most appropriate hospital for treatment of their injuries.

Results:

Baseline	2009	2010	2011	2012	2013
0	0	0	-	-	-

Results Description: The Bureau of EMS was not a participant in 06-10.

Measurement Method: The Bureau of EMS received NHTSA 408 money in the fall of 2011 at that time we purchased 94 computers to be distributed to 46 ambulance services that were only

reporting by paper. The agency has purchased an additional 54 Ipads to increase the electronic submission of EMS data. From 4/1/2013 to 3/31/2014 the BEMS received over 823,195 reports of which over 80% were electronic.

I-T-2

Objective:

Results:

Baseline	2009	2010	2011	2012	2013
-	-	-	-	-	-

Results Description:

Measurement Method:

*We currently do not have any projects in the areas of accuracy, completeness, uniformity, integration, or accessibility.

Project Summary Report

Missouri

Project Label - Name: MO-P30 - EMS Run Electronic Reporting

Priority:

Revision Date: 01-JUN-2010

Last Updated: 11-MAR-2013

Status: Active

Lead Agency: Department of Health and Senior Services

Partners: Stakeholders include public agencies such as local public health agencies, fire protection districts, ambulance districts, public hospitals, state and local law enforcement agencies. Private sector agencies include private ambulance services, health care providers, hospitals and trauma centers.

Website:

Project Director

Name: Mr. Terry Ellsworth

Agency: ,

Address:

, MO

Phone:

Email: Terry.ellsworth@dhss.mo.gov

Project Description: The project has two main parts: In part 1, the DHSS will work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. In part 2: the DHSS will seek funding, spread over multiple years to pay for complete coverage of EMS providers so that every ambulance is provided with a laptop computer or note book, and then to require 100% reporting by all services of all runs using the electronic systems.

The Missouri Ambulance Reporting System Initiative would enable Missouri Emergency Medical Service providers to contribute one hundred percent of EMS call data into the Statewide Missouri Ambulance Reporting System (hereafter MARS) and the National EMS Information System, (hereafter NEMSIS).

Once the Bureau of EMS receives data from the ambulance services we have

provided with a laptop computer, the Bureau of EMS in coordination with the current vendor of our report system, a NEMSIS Injury Surveillance Matrix will be sent to Missouri Highway patrol for evaluation and analysis of data that the Bureau of EMS has collected. The Injury Surveillance Matrix will then be a cooperation of Department of Health and Senior Services, Missouri Highway Patrol and Missouri Department of Transportation, Highway Safety Division of Injury data.

Currently the Missouri Department of Health and Senior Services receive data from approximately ten percent of the calls that occur throughout the state. The major obstacle in mandating one hundred percent data contribution from both rural and urban providers is a lack of funding to purchase hardware. Real time contribution of all EMS call data would facilitate statistical analysis of incidents including illness trends, increases in service requests, and emergency department diversions, which may be indicative of a regional or statewide bioterrorism event.

Milestones

Milestone Description	Target Date	Actual Date	Status
25% of all EMS Run data electronically filed into the MARS system. Since the Bureau of EMS and Missouri Highway for Safety started discussing this project of collecting data from ambulance services, the state of MO has increased the data collection and reporting to NEMSIS by 40%	06-30-2011		Behind Schedule
50% of all EMS Run data electronically filed into the MARS system.	06-30-2012		Ahead of Schedule
75% of all EMS Run data electronically filed into the MARS system.	06-30-2013		Unknown
100% of all EMS Run data electronically filed into the MARS system.	06-30-2014		Unknown

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X		X	X	
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-04-2011	9-30-2011	04-04-2011	Shirley Kastler
Progress	A contract from the State Highway Safety is being reviewed by the DHSS. Once this contract has been accepted it will be fully executed by the Highway Safety Office and the funds will be awarded for this project.		
Problems	We ran into a couple of snags. We have had to re-bid the computers for the 2012 distribution due to the time of the first bid and permission to order from the DHSS. We are in the process of re-bidding the hardware.		
Plans	To purchase laptop computers for ambulances.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	04-20-2012	04-20-2012	Shirley Kastler
Progress	This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. Funding has provided laptop computers to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs which have increased the completeness of the MARS files. A total of 91 lap top computers have been distributed to EMS agencies across the state.		
Problems	None		
Plans	Utilize run data with interface Missouri State Highway Patrol crash data.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-21-2012	03-01-2013	03-11-2013	Jeremy Hodges

Progress	<i>This project has allowed the Department of Health and Senior Services to work with the ambulance services to increase cooperation through no-cost means to improve electronic reporting. Funding has provided laptop computers to EMS providers thereby increasing reporting of all runs. The run reporting now includes all ambulance runs which have increased the completeness of the MARS files. A total of 91 lap top computers have been distributed to EMS agencies across the state which has increased the electronic submission of EMS reports to over 80%. An additional 54 Ipads have been approve to purchase and distribute to the remaining agencies in need of the hardware to submit EMS reports electronically.</i>
Problems	<i>None reported</i>
Plans	<i>Utilize run data with interface Missouri State Highway Patrol crash data. Distribute the additional Ipads to agencies based on a needs assessment.</i>
Comments	

<u>Report Start</u> 10/1/2013	<u>Report End</u> 6/1/2014	<u>Report Date</u> 06-16-2014	<u>Provided By</u> Jeremy Hodges
Progress	<i>The Department of Health and Senior Services acquired an additional 54 Ipads in June of 2013 for distribution to ambulance districts struggling to purchase the necessary hardware to submit EMS run data electronically.</i>		
Problems	<i>The department was unable to get the Ipads distributed until December of 2013 because of personnel and internal policy issues.</i>		
Plans	<i>We plan to utilize the hardware distributed to agencies to increase the accuracy and percentage of EMS run reports submitted. We also intend on developing a link from the EMS data to the MSHP for FARS use.</i>		
Comments			

Linked Items

Type	Label	Name
Performance Measure	MO PM32	EMS Run Electronic Reporting

Project Summary Report

Missouri

Project Label - Name: MO-P36 - CODES**Priority:** Medium**Revision Date:** 01-OCT-2012**Last Updated:** 11-MAR-2013**Status:** Active**Lead Agency:** Department of Health and Senior Services**Partners:** MSHP, MoDOT, BEMS, and OSCA**Website:****Project Director**

Name: Mr. Jeremy Hodges

Agency: Missouri Department of Transportation ,

Address: 1320 Creek Trail Drive

Jefferson City, MO 65102

Phone: 573-751-5419

Email: Jeremy.Hodges@modot.mo.gov

Project Description: Staff will edit and link 2010 and 2011 hospital, emergency department, and mortality data to Missouri Highway Patrol Crash data using the CODES2000 linkage program developed for the CODES Data Network Program. The aim is to provide the most current linked data possible for analysis of the value of safety belts in reducing driver injuries, deaths and hospital and emergency department costs. Results of this analysis will be used to support legislation for a primary safety belt law.

Milestones

Milestone Description	Target Date	Actual Date	Status
Increase the timeliness of linkage of hospital and mortality records to Highway Patrol motor vehicle crash records. This will provide more current linked data to analyze to show that safety belts prevent injuries and save lives and costs for hospital and emergency room care.	10-01-2015		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X		X	X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budget

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2020	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	03-01-2013	03-11-2013	Jeremy Hodges
Progress	We are integrating and linking the data systems across agencies and improve completeness of the linked data. Our first goal is to increase timeliness of linkage of hospital and mortality records to the highway patrol's records. We are working to ambulance trip records to the linkage of highway patrol records. We have completed entering 2010 CODES data and now we are working on inputting 2011 data.		
Problems	None		
Plans	Continue to input CODES data to ensure that the accuracy of FARS		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2013	06-16-2014	06-16-2014	Jeremy Hodges
Progress	The department is currently working to develop an agreement with the University of Missouri to release the de-identified data to the bio stats unit for analysis.		

Problems	<i>Issues with the ability to retain personnel and prioritization of projects have slowed down the ability of our staff to analyze the data.</i>
Plans	<i>Contract with the University of Missouri to analyze data and develop a process to provide the university with the de-identified data.</i>
Comments	

Linked Items

Type	Label	Name

EMS / Injury Surveillance System

2011 Traffic Records Assessment Recommendations

- I. Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.
- II. Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.
- III. Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.
- IV. Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.
- V. Increase use of injury surveillance/CODES data to help provide a complete picture of motor vehicle injuries in the State.
- VI. Support and expand the use of linked data for program evaluation activities.
- VII. Continue representation by the Bureau of Emergency Services on the TRCC.
- VIII. Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.

Traffic Records Assessment Introduction

Missouri realizes that a complete traffic records system is necessary for planning, operational management or control, and evaluation of a State's highway safety activities. Missouri's state agencies tasked with managing electronic data work in conjunction with local municipalities to ensure the states strategic plan is implemented and producing adequate results. The most recent records assessment was conducted on May 15-20, 2011 and provided forty-two (42) recommendations. These recommendations are listed below in the 2011 Traffic Records Assessment Report. In the report we have identified what recommendations Missouri has implemented, the date the recommendation was updated (included in the state comments), and how the recommendation is incorporated into the system is included in the following pages 128-146.

Traffic Records Assessment Team

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Traffic Record Assessment Status Report*Missouri**Assessment Date: May 6, 2011**Assessment Updated June 10, 2014*

REC_LABEL	RECOMMENDATION	RECOM MENDA TION_S TATUS	STATE_COMMENTS	COMMENTS _BY	COMMENT_ DATE	MOD_USER	MOD_DATE
MOTRA11001	Expand the membership of the TRCC to include county and local law enforcement agencies and members of the local traffic engineering entities.	K	The TRCC has included members from larger law enforcement agencies on each side of the state as well as a local traffic engineers from Cole County and the City of Columbia.	Hodges.9	6/17/2013 Reviewed 6/10/2014	HODGES.9	6/17/2013
MOTRA11002	Establish a comprehensive quality assurance and improvement program guided by the NHTSA publication Model Performance Measures for State Traffic Records Systems.	G	The TRCC is reviewing implementing a quality assurance and improvement program.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11003	Charge the TRCC with the development of a new Strategic Plan for State Traffic Safety Information	I	The TRCC does assist in the development and approval of the Strategic Plan. The TRCC does review the recommendations	Jeremy Hodges	6/10/2014 Reviewed 6/10/2014	HODGES.9	3/12/2013

	System Improvement addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.		provided in the traffic records assessment in order to determine where efforts should be focused. The TRCC needs to develop a formal process to assist the traffic records system component custodian to identify all the deficiencies.				
MOTRA11004	Assure that all TRCC members participate in the development of the Strategic Plan for State Traffic Safety Information System Improvement and the selection and priority setting of the projects in the Plan. (As mentioned it is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)	I	The TRCC actively participates in the development and implementation of the Strategic Plan. The members through a facilitator discuss the different projects and their importance to our traffic data system.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013

MOTRA11005	Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.	I	Progress reports are provided at each TRCC meeting. The members do provide specific data metrics for their projects at least on an annual basis.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11006	Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.	G	The TRCC is reviewing methods to implement a formal priority setting method during the selection and discussion of projects.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11007	Create, maintain, and publish a centralized traffic records system file inventory defining each system including custodial contact information and identifying all data element fields,	E	A list of the custodial contacts for each state agency is available although the TRCC has not created a centralized traffic records system file.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013

	their definitions, and locations within the various component systems as outlined in the Advisory.						
MOTRA11008	Examine the HIPAA available exemptions for research studies to determine if the State can overcome the obstacles believed to prevent the integration of the ISS and STARS/TMS files.	I	The Bureau of Emergency Medical Services BEMS has investigated the implications of HIPAA in regards to the integration of ISS and STARS/TMS. BEMS has a strategy that will allow the integration without any violation of HIPAA. This interface has been slowed because of a change over in staff.	Hodges.9	6/10/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11009	Explore methods to incorporate additional traffic records datasets in problem identification analysis to aid in obtaining effective leading indicators of traffic safety issues.	H	The projects are awarded based on problem identification. After the problem is identified we explore datasets in making and evaluating our decisions.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11010	Develop a centralized data warehouse of commonly requested datasets.	E	The TRCC has not fully investigated the feasibility of this type of system in the state.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013

MOTRA11011	Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.	J	The revised Missouri Uniform Crash Report was successfully implemented on January 1, 2012. Only one version was implemented and is currently utilized and acceptable. Crash report forms were distributed to all Missouri law enforcement agencies authorized to investigate motor vehicle crashes. Agencies were also provided with information on how to access an electronic version of the Missouri Uniform Crash Report form and Preparation Manual via the Missouri State Highway Patrol's web page. A total of 22 training sessions were completed by Missouri State Highway Patrol, Traffic Records Division, personnel to statewide local law enforcement personnel on rules for completing the 2012 Missouri Uniform Crash Report.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11012	Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for	I	Although there has not been a formal meeting with RMS vendors, the MoDOT, Highway and Traffic Safety Division, continues to contract with a vendor to contact Missouri law enforcement agencies and promote the	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

	electronic transfer of crash reports from their crash collection software.		concept of electronic transfer of crash reports/data to the Statewide Traffic Accident Records System (STARS). The technical specifications for electronic transfer have been provided to several vendors; however, none have progressed to the point where formal meetings are needed in order to establish transfers.				
MOTRA11013	Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.	I	The Missouri State Highway Patrol, Traffic Records Division, also strongly encourages this concept when conducting crash report training to Missouri's local law enforcement personnel. The MoDOT, Highway and Traffic Safety Division, dedicated part of their 2013 grant application overview seminars to a presentation by the REJIS on the LETS software. Highway Safety has also included the promotion of LETS at coalition meetings as well as statewide law enforcement conferences.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

MOTRA11014	Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to STARS/TMS.	I	MoDOT, Highway and Traffic Safety Division, reserved part of their 2013 grant application training for a presentation by REJIS on the LETS software. Traffic and Highway Safety has also authorized departmental mailings and phone solicitation with local law enforcement agencies.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11015	Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.	I	No formal action has been completed on this matter. This issue is addressed during the Missouri State Highway Patrol, Traffic Records Division's, crash report training to Missouri's local law enforcement personnel.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11016	Continue efforts with the TRS community to integrate the crash file with other TRS	I	At this time, Missouri's crash data file is only integrated with the Missouri Department of Transportation and	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

	components.		Missouri Department of Health.				
MOTRA11017	Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of crash and citation forms.	I	The Missouri State Highway Patrol implemented this practice with their electronic crash report and Uniform Citation forms. The LETS software also employs this practice for their electronic crash report form. It's unknown if they use it for their electronic citation.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11018	Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.	G	All STARS Committee members are aware of the ability to establish electronic transfer of data to STARS/TMS and that electronic transfer is encouraged by the Missouri State Highway Patrol and MoDOT. However, there has been no formal action by the STARS Committee on this matter.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11019	Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular SafetyAnalyst.	J	MoDOT has enhanced and modified TMS to use the SafetyAnalyst software. MoDOT staff is currently being trained and becoming familiar with the tool.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013

	This strategy should be presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.						
MOTRA11020	Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).	I	The MoDOT Planning Division does provide data sets for groups to use in program planning and project development of the STIP and TIP. The Kansas City Metropolitan Planning Organization has been given access to TMS.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11021	Accelerate current efforts to include more roadway features data for local roads in the TMS.	G	Members of the TRCC are currently looking at identifying the priority items to complete this recommendation. The next step will be to determine if the necessary data elements are available from other users and determine if access to that data can be acquired.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11022	Consider issuing a distinctive driver license to drivers required to operate Ignition	E	We have not implemented this as we do not have statutory authority to do so.	Hodges.9	3/4/2013 Reviewed 6/10/2014	HODGES.9	3/4/2013

	Interlock equipped vehicles.						
MOTRA11023	Encourage broader participation by courts to report disposition information electronically.	I	Driver License Bureau (Missouri) encourages courts to report disposition information electronically. Since the assessment, 15 more courts have begun reporting electronically. DLB is currently in the process of implementing the electronic process with four more courts.	Hodges.9	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11024	Consider reporting crash information on the driver histories of all drivers involved in a crash.	E	We have not implemented this as we do not have statutory authority to do so.	Hodges.9	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11025	Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.	I	Missouri includes alcohol convictions from other states for newly licensed non-CDL drivers. Missouri also denies the issuance of a Missouri license to a driver for 5 years if a driver has two alcohol offenses within five years and for 10 years if the driver has three or more alcohol offenses, regardless of the state the convictions occurred in. The denial period is 5/10 years from the date of the last conviction.	Hodges.9	3/4/2013 Reviewed 6/10/2014	HODGES.9	3/4/2013
MOTRA11026	Continue to actively participate in the Traffic Records	K	Driver License Bureau is an active participant in the committee.	Hodges.9	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013

	Coordinating Committee as a participant and a stakeholder.						
MOTRA11027	Consider implementing an AAMVA standard barcode on registration documents to promote complete and accurate data transfer to other traffic records systems.	C	The Motor Vehicle Bureau would consider changes to the current vehicle registration receipt to include an AAMVA standard barcode to promote complete and accurate data transfer to other traffic records systems although the funding is not available at this time.	Hodges.9	3/15/2013 Reviewed 6/10/2014	HODGES.9	3/15/2013
MOTRA11028	Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.	C	The Motor Vehicle Bureau has not implemented as funding is not available.	Hodges.9	3/8/2013 Reviewed 6/10/2014	HODGES.9	3/8/2013
MOTRA11029	Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.	K	The Motor Vehicle Division actively participates in the TRCC.	Hodges.9	3/15/2013 Reviewed 6/10/2014	HODGES.9	3/15/2013
MOTRA11030	Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the	I	This item is completed on a case by case basis. The focus has been placed on monitoring the court for compliance opposed to implementing. If a municipal court processes	Hodges.9	6/10/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

	creation of a comprehensive, statewide citation data repository.		a large amount of tickets, we will decide on a case by case basis to implement JIS. Currently all state courts are in the process of implementing electronic submission.				
MOTRA11031	Continue development of canned statistical reports in JIS.	K	Canned statistical reports have been implemented into JIS	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11032	Promote the expanded use of the LETS and FATPOT citation modules.	I	The citation module for LETS has been designed to integrate with other RMS systems in order for departments to be able to utilize the e-citation software. The FATPOT system has not been expanded upon at this time.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11033	Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.	I	We are really pushing this item as we implement eFiling with the state courts. We have also issued contracts with several LEAs in the state to begin this process	Hodges.9	6/10/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11034	Automate the results of the seven day reporting requirement within the Courts so that all compliance information is disseminated electronically.	I	All state courts, municipal courts using JIS and other municipal courts using a system approved by the State Judicial Records Committee submits there result electronically. We will continue to encourage municipal courts to transmit their statistics electronically.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

MOTRA11035	Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.	H	190.30-40 .375 has went through the State Advisory Council, it is now with the Board of Health, the fiscal note has been written. This regulation will be an update from EMS agencies reporting life threats to all calls that the ambulance agency will respond to.	HALL.8	4/11/2012 Reviewed 6/10/2014	GASTLER. 1	4/11/2012
MOTRA11036	Work directly with trauma centers to gain access to BAC results for inclusion into the FARS system.	E	Currently Bureau of EMS does not have a data file that would allow this to occur. The bureau is now reviewing the options to create this data file.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11037	Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.	I	The Bureau of EMS has increased the data from the distributed computers; the increase is 86% of data. As of this date 12-12-12 out of the 43 ambulance services receiving the laptops 3 are not reporting due to 3rd party vendor problems. Those 3 will allow the contract to expire with the existing vendor and will move to the MO State vendor as of 01/01/2013. The Bureau of EMS runs a report monthly to check on the import of data/and or direct entry. We are at this time completed a survey of the remaining Mo Ambulance Services and have established 24 services will receive	HALL.8	12/12/201 2 Reviewed 6/10/2014	GASTLER. 1	12/12/201 2

			hardware to assist in completing and sending Ambulance Data. The Bureau of EMS is working in a partnership with MODOT in purchasing the hardware; the Bureau of EMS has a plan to distribute the hardware within 30 days of arrival. In FY13 54 Ipads were purchased and have been distributed to agencies in need of hardware to assist with the electronic submission.				
MOTRA11038	Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.	H	The distribution of EMS computers has been completed, 43 agencies received computers, 24 out of 43 are now reporting direct entry, 11 are still in need of training, and 6 are current with 3rd party vendor submission. The integration is planned for the middle of 2013 but because of staffing issues we have not been able to begin the integration.	HALL.8	6/17/2013 Reviewed 6/10/2014	HODGES.9	6/17/2013
MOTRA11039	Increase use of injury surveillance/CODE S data to help provide a complete picture of motor vehicle injuries in the State.	E	Department of Health and Senior Services was making available through their website a set of data elements individuals could use to get data. The website could not handle that amount of data and the function had to be removed. DHSS has decided to make available	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013

			canned reports online for individuals to review. DHSS is currently evaluating other options to open this access back to end users.				
MOTRA11040	Support and expand the use of linked data for program evaluation activities.	H	The Bureau of EMS has established a rapport with Missouri Highway Patrol Data surveillance and will begin to build a report from our Missouri Ambulance Report Data for the NHTSA Injury Matrix Surveillance that will be sent to the data collection of Missouri State Highway Patrol	HALL.8	12/12/2012 Reviewed 6/10/2014	GASTLER.1	12/12/2012
MOTRA11041	Continue representation by the Bureau of Emergency Services on the TRCC.	K	The Bureau of Emergency Medical Services BEMS is an active participant in the TRCC.	Hodges.9	3/4/2013 Reviewed 6/10/2014	HODGES.9	3/4/2013
MOTRA11042	Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.	I	The Bureau of EMS is currently getting data from the Department of Health in order to help better ensure accurate data is submitted to FARS	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013

**MAP-21 SECTION 405c
INTERIM PROGRESS REPORTING IN FY 2015**

State: Missouri Report Date: 5/22/2014 Submitted by: Jeremy Hodges

System to be Impacted	<u>X</u> CRASH ___ DRIVER ___ VEHICLE ___ ROADWAY ___ CITATION/ADJUDICATION ___ EMS/INJURY												
Performance Area(s) to be Impacted	<u>X</u> ACCURACY ___ TIMELINESS <u>X</u> COMPLETENESS ___ ACCESSIBILITY ___ UNIFORMITY <u>X</u> INTEGRATION												
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>The number of agencies reporting error free crash reports electronically to the highway patrol's crash repository via LETS.</p> <p>The purpose of this project is to provide a reliable electronic crash reporting system that provides a high level of accuracy, integration, and accessibility to the crash reporting system for all law enforcement agencies. To provide training on a as needed basis for Missouri Law Enforcement to ensure the system is utilized in a consistent manner. The LETS system will also allow law enforcement agencies to integrate the crash reporting system with the Department of Revenue (DOR) in order to accurately identify the vehicle and driver data in the crash report by using DOR's database.</p> <p>The focus of this project is to assist local law enforcement agencies in the use of the Law Enforcement Traffic Software (LETS). Based upon the identified problem of getting data into a format that allows for full electronic transfer, a need exists to work directly with the local law enforcement agencies, software providers and the State Traffic Accident Reporting System (STARS) staff to identify current systems and the potential for those systems to be modified for electronic transfer of crash report data. The edit checks that are incorporated in the LETS program are designed to submit crash reports to STARS in an error free format. This project will also provide support for LETS enhancements and user support.</p> <p>In order for MoDOT to receive accurate and complete data the LETS application has been extremely valuable. This project involved soliciting law enforcement agency support, an edit check system that streamlines accurate submission of crash reports, integration with DOR to ensure vehicle and driver data are accurate. The chart below indicates the number of agencies using LETS to electronically submit crash reports, the total number of crash reports submitted by LETS yearly, and the number of reports returned due to errors from Missouri Highway Patrol (MSHP).</p> <table style="width: 100%; margin-top: 20px;"> <thead> <tr> <th style="text-align: left;">Timeline</th><th style="text-align: center;">Total Agencies signed up to use LETS</th><th style="text-align: center;">Total reports submitted Electronically to STARS through LETS</th><th style="text-align: center;">LETS Submission Errors</th></tr> </thead> <tbody> <tr> <td>4/01/12 to 3/31/13</td><td style="text-align: center;">246</td><td style="text-align: center;">31,611</td><td style="text-align: center;">226</td></tr> <tr> <td>4/01/13 to 3/31/14</td><td style="text-align: center;">267</td><td style="text-align: center;">37,335</td><td style="text-align: center;">117</td></tr> </tbody> </table>	Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors	4/01/12 to 3/31/13	246	31,611	226	4/01/13 to 3/31/14	267	37,335	117
Timeline	Total Agencies signed up to use LETS	Total reports submitted Electronically to STARS through LETS	LETS Submission Errors										
4/01/12 to 3/31/13	246	31,611	226										
4/01/13 to 3/31/14	267	37,335	117										
Is project included in the	Yes												

Strategic Plan and/or in TRIPRS?	Law Enforcement Traffic Software (L.E.T.S.) (TRIPRS MO-P06) Strategic Plan Page 40
Is this a new project? Or was it the same measure used to show progress in FY13?	<p>New Measure - No</p> <p>Same Measure as FY13 - Yes</p> <p>If yes, is the State using the same data set, with the same time period to demonstrate progress? No</p>
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>For FY15 on March 31, 2013, LETS electronically submitted a total of 31,611 crash reports. As of March 31, 2014 LETS electronically submitted a total of 37,335 crash reports.</p>
Specification of how the Measure is calculated / estimated	<p>Narrative Description of Calculation / Estimation Method</p> <p>The total of agencies signed up to use the LETS program include all agencies that are active in the current LETS system. The total number of electronic crash reports are a sum off all reports submitted to LETS and then transferred to the Missouri State Highway Patrol's (MSHP) crash report repository. The number of LETS submission errors is provided by the Missouri State Highway Patrol.</p>
Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2013)	4/01/2012 - 3/31/2013 – 31,611 crash reports
Date and Current Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2012 (i.e., the prior year).	4/01/2013 - 3/31/2014 – 37,335 crash reports
Regional Program Manager Conclusion and Comments Review Date: Click here to enter a date.	
TR Coordinator Comments Review Date: Click here to enter a date.	
DRA Comments Review Date: Click here to enter a date.	
RA Comments Review Date: Click here to enter a date.	

**MAP-21 SECTION 405c
INTERIM PROGRESS REPORTING IN FY 2015**

State: Missouri Report Date: 5/29/2014 Submitted by: Jeremy Hodges

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input checked="" type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY									
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION									
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>OSCA will monitor the timeliness and accuracy of disposition reporting in an attempt to ensure that 75% of all courts (state and municipal) report traffic dispositions/records of conviction at a 90%-100% success rate within 7 days. OSCA will track the average number of days for all courts and compare the current reporting cycle to the same reporting cycle of the previous year.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Timeline</th><th style="text-align: center;">Total Reports</th><th style="text-align: center;">Percentage Reporting Within 7 Days</th></tr> </thead> <tbody> <tr> <td>04/01/12 - 03/31/13</td><td style="text-align: center;">average-490</td><td style="text-align: center;">74%</td></tr> <tr> <td>04/01/13 - 03/31/14</td><td style="text-align: center;">average- 480</td><td style="text-align: center;">89%</td></tr> </tbody> </table>	Timeline	Total Reports	Percentage Reporting Within 7 Days	04/01/12 - 03/31/13	average-490	74%	04/01/13 - 03/31/14	average- 480	89%
Timeline	Total Reports	Percentage Reporting Within 7 Days								
04/01/12 - 03/31/13	average-490	74%								
04/01/13 - 03/31/14	average- 480	89%								
Is project included in the Strategic Plan and/or in TRIPRS?	<p>Yes</p> <p style="text-align: center;">Upgrade Electronic Traffic Reporting (ETR) (TRIPRS MO-P35) Strategic Plan Page 138</p>									
Is this a new project? Or was it the same measure used to show progress in FY13?	<p>New Measure - No</p> <p>Same Measure as FY13 - Yes</p> <p>If yes, is the State using the same data set, with the same time period to demonstrate progress? No</p>									
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>For FY14 on March, 31, 2013, OSCA had an average of 363 courts reporting 90-100% of cases within 7 days . As of March 31, 2014 OSCA had an average of 360 courts reporting 90-100% of cases within 7 days.</p>									
Specification of how the Measure is calculated / estimated	<p>Narrative Description of Calculation / Estimation Method</p> <p>The number of courts reporting within 7 days. This number is derived by summing the number of total reports compared to the reports submitted within 7 days.</p>									
Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2013)	<p>4/1/2012 - 3/31/2013 – 74% of an average of 488 courts reports within 7 days</p>									
Date and Current Value for										

the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2012 (i.e., the prior year).	4/1/2013 - 3/31/2014 – 89% of an average 490 courts reports within 7 days
Regional Program Manager Conclusion and Comments Review Date: Click here to enter a date.	
TR Coordinator Comments Review Date: Click here to enter a date.	
DRA Comments Review Date: Click here to enter a date.	
RA Comments Review Date: Click here to enter a date.	

4.

Traffic Records Assessment Introduction

Missouri realizes that a complete traffic records system is necessary for planning, operational management or control, and evaluation of a State's highway safety activities. Missouri's state agencies tasked with managing electronic data work in conjunction with local municipalities to ensure the states strategic plan is implemented and producing adequate results. The most recent records assessment was conducted on May 15-20, 2011 and provided forty-two (42) recommendations. These recommendations are listed below in the 2011 Traffic Records Assessment Report. In the report we have identified what recommendations Missouri has implemented, the date the recommendation was updated (included in the state comments), and how the recommendation is incorporated into the system is included in the following pages 128-146.

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Traffic Record Assessment Report

Missouri

Assessment Date: May 6, 2011

REC_LABEL	RECOMMENDATION	RECOM MENDA TION_S TATUS	STATE_COMMENTS	COMMENTS _BY	COMMENT_ DATE	MOD_USER	MOD_DATE
MOTRA11001	Expand the membership of the TRCC to include county and local law enforcement agencies and members of the local traffic engineering entities.	K	The TRCC has included members from larger law enforcement agencies on each side of the state as well as a local traffic engineers from Cole County and the City of Columbia.	Hodges.9	6/17/2013 Reviewed 6/10/2014	HODGES.9	6/17/2013
MOTRA11002	Establish a comprehensive quality assurance and improvement program guided by the NHTSA publication Model Performance Measures for State Traffic Records Systems.	G	The TRCC is reviewing implementing a quality assurance and improvement program.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11003	Charge the TRCC with the development of a new Strategic Plan for State Traffic Safety Information	I	The TRCC does assist in the development and approval of the Strategic Plan. The TRCC does review the recommendations	Jeremy Hodges	6/10/2014 Reviewed 6/10/2014	HODGES.9	3/12/2013

	System Improvement addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each traffic records system component custodian for input.		provided in the traffic records assessment in order to determine where efforts should be focused. The TRCC needs to develop a formal process to assist the traffic records system component custodian to identify all the deficiencies.				
MOTRA11004	Assure that all TRCC members participate in the development of the Strategic Plan for State Traffic Safety Information System Improvement and the selection and priority setting of the projects in the Plan. (As mentioned it is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)	I	The TRCC actively participates in the development and implementation of the Strategic Plan. The members through a facilitator discuss the different projects and their importance to our traffic data system.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013

MOTRA11005	Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.	I	Progress reports are provided at each TRCC meeting. The members do provide specific data metrics for their projects at least on an annual basis.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11006	Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.	G	The TRCC is reviewing methods to implement a formal priority setting method during the selection and discussion of projects.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11007	Create, maintain, and publish a centralized traffic records system file inventory defining each system including custodial contact information and identifying all data element fields, their definitions, and locations	E	A list of the custodial contacts for each state agency is available although the TRCC has not created a centralized traffic records system file.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013

	within the various component systems as outlined in the Advisory.						
MOTRA11008	Examine the HIPAA available exemptions for research studies to determine if the State can overcome the obstacles believed to prevent the integration of the ISS and STARS/TMS files.	I	The Bureau of Emergency Medical Services BEMS has investigated the implications of HIPAA in regards to the integration of ISS and STARS/TMS. BEMS has a strategy that will allow the integration without any violation of HIPAA. This interface has been slowed because of a change over in staff.	Hodges.9	6/10/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11009	Explore methods to incorporate additional traffic records datasets in problem identification analysis to aid in obtaining effective leading indicators of traffic safety issues.	H	The projects are awarded based on problem identification. After the problem is identified we explore datasets in making and evaluating our decisions.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11010	Develop a centralized data warehouse of commonly requested datasets.	E	The TRCC has not fully investigated the feasibility of this type of system in the state.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013

MOTRA11011	Re-evaluate the decision to only accept the new version of the MUCR SHP-2Q crash form beginning January 1, 2012 to ensure partner agencies are prepared for the change and that MSHP and the traffic records community understands the consequences of the impending deadline.	J	The revised Missouri Uniform Crash Report was successfully implemented on January 1, 2012. Only one version was implemented and is currently utilized and acceptable. Crash report forms were distributed to all Missouri law enforcement agencies authorized to investigate motor vehicle crashes. Agencies were also provided with information on how to access an electronic version of the Missouri Uniform Crash Report form and Preparation Manual via the Missouri State Highway Patrol's web page. A total of 22 training sessions were completed by Missouri State Highway Patrol, Traffic Records Division, personnel to statewide local law enforcement personnel on rules for completing the 2012 Missouri Uniform Crash Report.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11012	Conduct an outreach effort to identify RMS vendors operating in Missouri and convene a meeting to provide information for electronic transfer of crash reports	I	Although there has not been a formal meeting with RMS vendors, the MoDOT, Highway and Traffic Safety Division, continues to contract with a vendor to contact Missouri law enforcement agencies and promote the concept of electronic transfer of crash	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

	from their crash collection software.		reports/data to the Statewide Traffic Accident Records System (STARS). The technical specifications for electronic transfer have been provided to several vendors; however, none have progressed to the point where formal meetings are needed in order to establish transfers.				
MOTRA11013	Strengthen efforts to encourage local agencies to submit electronically as soon as possible and provide operational and funding assistance.	I	The Missouri State Highway Patrol, Traffic Records Division, also strongly encourages this concept when conducting crash report training to Missouri's local law enforcement personnel. The MoDOT, Highway and Traffic Safety Division, dedicated part of their 2013 grant application overview seminars to a presentation by the REJIS on the LETS software. Highway Safety has also included the promotion of LETS at coalition meetings as well as statewide law enforcement conferences.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11014	Encourage local law enforcement agencies to adopt the REJIS LETS software solution for electronic capture and submission of crash reports to	I	MoDOT, Highway and Traffic Safety Division, reserved part of their 2013 grant application training for a presentation by REJIS on the LETS software. Traffic and Highway Safety has also authorized	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

	STARS/TMS.		departmental mailings and phone solicitation with local law enforcement agencies.				
MOTRA11015	Investigate ways to have local agencies comply with the MSHP procedure of teletype notification to the FARS unit of MSHP upon the occurrence of a fatal crash in their jurisdiction. If such a procedure is not possible to be adopted, identify options for their consideration in order to comply and cite the criticality of the notification in support of the request.	I	No formal action has been completed on this matter. This issue is addressed during the Missouri State Highway Patrol, Traffic Records Division's, crash report training to Missouri's local law enforcement personnel.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11016	Continue efforts with the TRS community to integrate the crash file with other TRS components.	I	At this time, Missouri's crash data file is only integrated with the Missouri Department of Transportation and Missouri Department of Health.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11017	Continue efforts to automate search and data retrieval from the driver and vehicle files for auto-population of	I	The Missouri State Highway Patrol implemented this practice with their electronic crash report and Uniform Citation forms. The LETS software also employs	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

	crash and citation forms.		this practice for their electronic crash report form. It's unknown if they use it for their electronic citation.				
MOTRA11018	Engage and leverage the STARS Committee to assist in outreach to the local law enforcement community to increase the number of agencies electronically reporting to STARS/TMS.	G	All STARS Committee members are aware of the ability to establish electronic transfer of data to STARS/TMS and that electronic transfer is encouraged by the Missouri State Highway Patrol and MoDOT. However, there has been no formal action by the STARS Committee on this matter.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11019	Develop a strategy to address enhancements and/or modifications to the TMS for the use of the analytic software tools recommended in the Highway Safety Manual, in particular SafetyAnalyst. This strategy should be presented to the TRCC for inclusion in the Strategic Plan for State Traffic Safety Information System Improvement.	J	MoDOT has enhanced and modified TMS to use the SafetyAnalyst software. MoDOT staff is currently being trained and becoming familiar with the tool.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013

MOTRA11020	Provide access to the TMS to officials of Metropolitan Planning Organizations and Regional Planning Commissions for use in program planning and project development for the Transportation Improvement Plan (TIP).	I	The MoDOT Planning Division does provide data sets for groups to use in program planning and project development of the STIP and TIP. The Kansas City Metropolitan Planning Organization has been given access to TMS.	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11021	Accelerate current efforts to include more roadway features data for local roads in the TMS.	G	Members of the TRCC are currently looking at identifying the priority items to complete this recommendation. The next step will be to determine if the necessary data elements are available from other users and determine if access to that data can be acquired.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11022	Consider issuing a distinctive driver license to drivers required to operate Ignition Interlock equipped vehicles.	E	We have not implemented this as we do not have statutory authority to do so.	Hodges.9	3/4/2013 Reviewed 6/10/2014	HODGES.9	3/4/2013
MOTRA11023	Encourage broader participation by courts to report disposition information electronically.	I	Driver License Bureau (Missouri) encourages courts to report disposition information electronically. Since the assessment, 15 more courts have begun reporting electronically. DLB is currently in the process of implementing	Hodges.9	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013

			the electronic process with four more courts.				
MOTRA11024	Consider reporting crash information on the driver histories of all drivers involved in a crash.	E	We have not implemented this as we do not have statutory authority to do so.	Hodges.9	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11025	Consider including serious violation conviction or adverse information from previous states for newly licensed non-CDL drivers from other states.	I	Missouri includes alcohol convictions from other states for newly licensed non-CDL drivers. Missouri also denies the issuance of a Missouri license to a driver for 5 years if a driver has two alcohol offenses within five years and for 10 years if the driver has three or more alcohol offenses, regardless of the state the convictions occurred in. The denial period is 5/10 years from the date of the last conviction.	Hodges.9	3/4/2013 Reviewed 6/10/2014	HODGES.9	3/4/2013
MOTRA11026	Continue to actively participate in the Traffic Records Coordinating Committee as a participant and a stakeholder.	K	Driver License Bureau is an active participant in the committee.	Hodges.9	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013
MOTRA11027	Consider implementing an AAMVA standard barcode on registration documents to promote complete and accurate data	C	The Motor Vehicle Bureau would consider changes to the current vehicle registration receipt to include an AAMVA standard barcode to promote complete and accurate data transfer to	Hodges.9	3/15/2013 Reviewed 6/10/2014	HODGES.9	3/15/2013

	transfer to other traffic records systems.		other traffic records systems although the funding is not available at this time.				
MOTRA11028	Consider implementing a customer centric registration and titling system including the DL number and full legal name of the owner to allow linkage of driver and vehicle information.	C	The Motor Vehicle Bureau has not implemented as funding is not available.	Hodges.9	3/8/2013 Reviewed 6/10/2014	HODGES.9	3/8/2013
MOTRA11029	Participate actively in the Traffic Records Coordinating Committee as a participant and a stakeholder.	K	The Motor Vehicle Division actively participates in the TRCC.	Hodges.9	3/15/2013 Reviewed 6/10/2014	HODGES.9	3/15/2013
MOTRA11030	Encourage the adoption of JIS by those courts now using non-JIS case management systems which is essential to the creation of a comprehensive, statewide citation data repository.	I	This item is completed on a case by case basis. The focus has been placed on monitoring the court for compliance opposed to implementing. If a municipal court processes a large amount of tickets, we will decide on a case by case basis to implement JIS. Currently all state courts are in the process of implementing electronic submission.	Hodges.9	6/10/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11031	Continue development of canned statistical reports in JIS.	K	Canned statistical reports have been implemented into JIS	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013

MOTRA11032	Promote the expanded use of the LETS and FATPOT citation modules.	I	The citation module for LETS has been designed to integrate with other RMS systems in order for departments to be able to utilize the e-citation software. The FATPOT system has not been expanded upon at this time.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11033	Encourage the electronic transfer of traffic citation information between LEAs, the Prosecutor's Office, and the Courts.	I	We are really pushing this item as we implement eFiling with the state courts. We have also issued contracts with several LEAs in the state to begin this process	Hodges.9	6/10/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11034	Automate the results of the seven day reporting requirement within the Courts so that all compliance information is disseminated electronically.	I	All state courts, municipal courts using JIS and other municipal courts using a system approved by the State Judicial Records Committee submits there result electronically. We will continue to encourage municipal courts to transmit their statistics electronically.	Hodges.9	2/27/2013 Reviewed 6/10/2014	HODGES.9	2/27/2013
MOTRA11035	Revise regulations to require ambulance services to report all EMS transports to the Bureau of Emergency Services.	H	190.30-40 .375 has went through the State Advisory Council, it is now with the Board of Health, the fiscal note has been written. This regulation will be an update from EMS agencies reporting life threats to all calls that the ambulance agency will respond to.	HALL.8	4/11/2012 Reviewed 6/10/2014	GASTLER.1	4/11/2012
MOTRA11036	Work directly with trauma centers to gain access to BAC results for	E	Currently Bureau of EMS does not have a data file that would allow this to occur. The bureau is now	Jeremy Hodges	3/12/2013 Reviewed 6/10/2014	HODGES.9	3/12/2013

	inclusion into the FARS system.		reviewing the options to create this data file.				
MOTRA11037	Continue the plan to distribute computers to Missouri ambulance services to assist with statewide reporting of ambulance transports.	I	The Bureau of EMS has increased the data from the distributed computers; the increase is 86% of data. As of this date 12-12-12 out of the 43 ambulance services receiving the laptops 3 are not reporting due to 3rd party vendor problems. Those 3 will allow the contract to expire with the existing vendor and will move to the MO State vendor as of 01/01/2013. The Bureau of EMS runs a report monthly to check on the import of data/and or direct entry. We are at this time completed a survey of the remaining Mo Ambulance Services and have established 24 services will receive hardware to assist in completing and sending Ambulance Data. The Bureau of EMS is working in a partnership with MODOT in purchasing the hardware; the Bureau of EMS has a plan to distribute the hardware within 30 days of arrival. In FY13 54 Ipads were purchased and have been distributed to agencies in need of hardware to assist with the electronic submission.	HALL.8	12/12/2012 Reviewed 6/10/2014	GASTLER.1	12/12/2012

MOTRA11038	Integrate crash and MARS data for use by the Department of Health and Senior Services, the Highway Safety Division, and FARS.	H	The distribution of EMS computers has been completed, 43 agencies received computers, 24 out of 43 are now reporting direct entry, 11 are still in need of training, and 6 are current with 3rd party vendor submission. The integration is planned for the middle of 2013 but because of staffing issues we have not been able to begin the integration.	HALL.8	6/17/2013 Reviewed 6/10/2014	HODGES.9	6/17/2013
MOTRA11039	Increase use of injury surveillance/CODE S data to help provide a complete picture of motor vehicle injuries in the State.	E	Department of Health and Senior Services was making available through their website a set of data elements individuals could use to get data. The website could not handle that amount of data and the function had to be removed. DHSS has decided to make available canned reports online for individuals to review. DHSS is currently evaluating other options to open this access back to end users.	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013
MOTRA11040	Support and expand the use of linked data for program evaluation activities.	H	The Bureau of EMS has established a rapport with Missouri Highway Patrol Data surveillance and will begin to build a report from our Missouri Ambulance Report Data for the NHTSA Injury Matrix Surveillance that will be sent to the data collection of Missouri State Highway Patrol	HALL.8	12/12/2012 Reviewed 6/10/2014	GASTLER.1	12/12/2012

MOTRA11041	Continue representation by the Bureau of Emergency Services on the TRCC.	K	The Bureau of Emergency Medical Services BEMS is an active participant in the TRCC.	Hodges.9	3/4/2013 Reviewed 6/10/2014	HODGES.9	3/4/2013
MOTRA11042	Investigate ways to use the injury surveillance data to ensure complete reporting of fatalities to the FARS system.	I	The Bureau of EMS is currently getting data from the Department of Health in order to help better ensure accurate data is submitted to FARS	Jeremy Hodges	3/13/2013 Reviewed 6/10/2014	HODGES.9	3/13/2013

MISSOURI
FY 2015 Application

Section 405(d)

Impaired Driving Countermeasure Grant

Missouri
FY 2015 Application
Section 405(d) Impaired Driving Countermeasure Grant

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23 CFR 1200.23 MAP-21, Section 405(d)
Impaired Driving Countermeasure Grant
Appendix D Part 3
Mid-Range State

Introduction:

Under MAP-21 guidance, states that have an average alcohol-impaired driving fatality rate that is higher than 0.30 and lower than 0.60 are considered mid-range States. Missouri has an average alcohol-impaired driving fatality rate of 0.38 for 2010-2012 using data from the Fataility Analysis Reporting System provided by the National Highway Traffic Safety Administration.

Measurement and Data Collection in Missouri:

Crash data is collected by the Missouri State Highway Patrol and entered into the State Traffic Accident Record System. STARS automatically updates MoDOT's Traffic Management System. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. Preliminary results for the current year are reported quarterly.

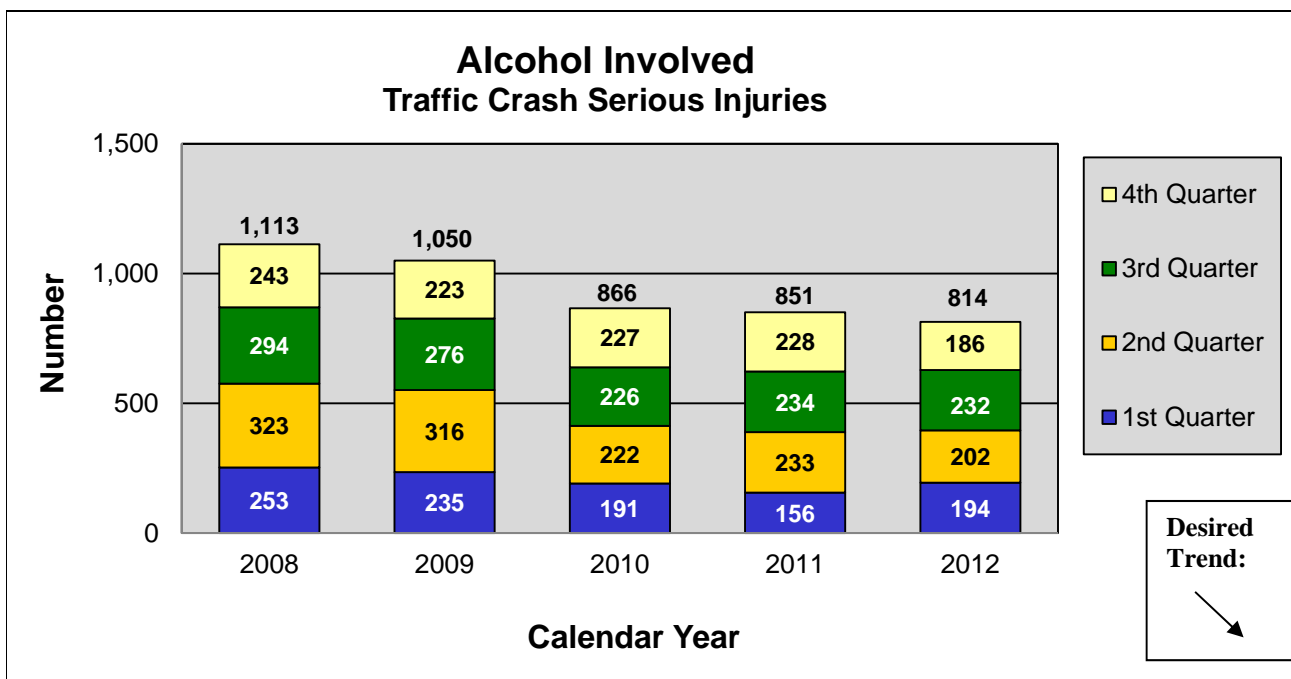
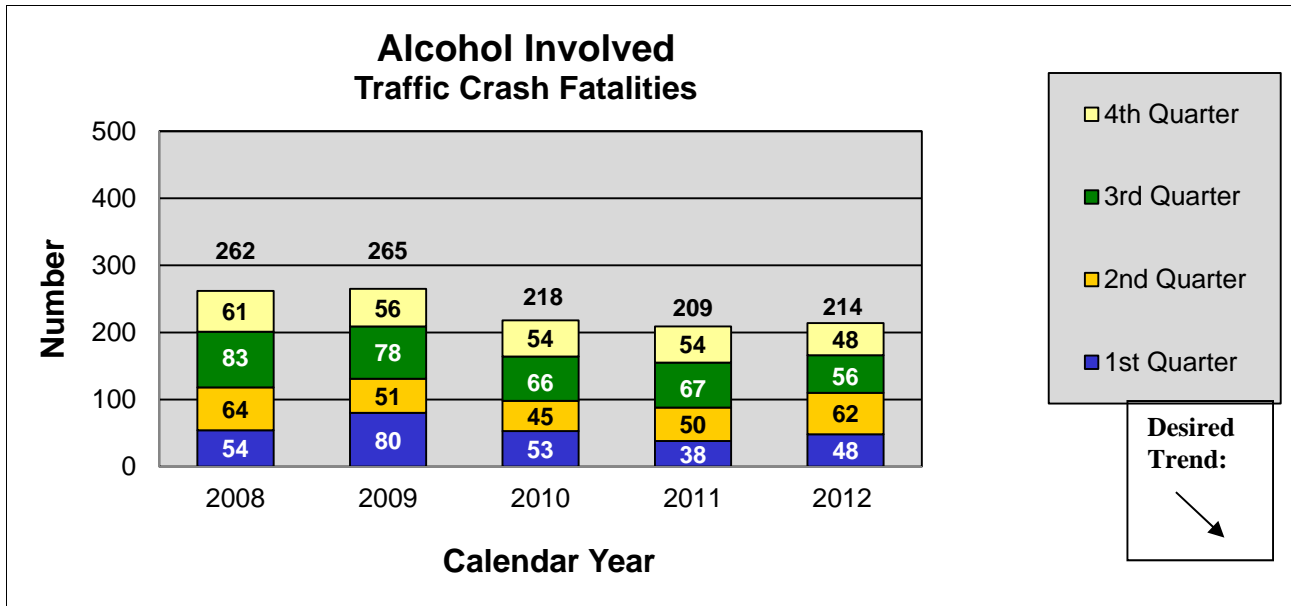
Missouri Data:

According to 2012 data obtained from the Statewide Traffic Accident Records System (STARS), Missouri had a total of 137,409 traffic crashes. The economic loss associated with these traffic crashes was estimated to be \$3,299,083,100. In these traffic crashes, 0.6% (762) involved one or more persons being killed in the incident. In addition, 25.3% (34,742) involved no one being killed but one or more persons being injured in the incident.

In 2012, a total of 826 people died in Missouri traffic crashes. One person was killed every 10.6 hours. The death rate (the number of deaths per 100 million miles of travel) was 1.2 in 2012. The death rate decreased from 1.2 in 2010 to 1.1 in 2011 and increased back to 1.2 for 2012.

Drinking involvement was a significant contributing factor in Missouri's serious traffic crash experience in 2012. Of all 2012 Missouri traffic crashes, 4.3% involved a person drinking. However, of all fatal crashes, 27% had a person drinking. A total of 214 persons were killed and 3,510 were injured in these crashes. In 2012, one person was killed or injured in drinking-involved crashes every 2.4 hours in the State. It should be noted that drinking involvement is being under-reported as a causal factor in traffic crashes and is an even greater problem than the above statistics indicate.

Much progress has been made in Missouri since the Special Management Review and subsequent Performance Enhancement Plan in 2007. Missouri has a solid and well established impaired driving program and statewide strategic plan. In fact, for the first time Missouri qualified under SAFETEA-LU, Section 410 as a low fatality rate state in federal fiscal year 2012. However, alcohol-related traffic crashes and deaths are still seriously high and the pain and suffering caused as a result of these totally preventable and senseless acts cannot be measured.



Missouri Statewide Impaired Driving Task Force:

Information on the Missouri Statewide Impaired Driving Task Force can be found in the HSP Attachment 405(d) #1. The task force meeting agendas, minutes and sign-in sheets can be found in the Supplemental Resources section towards the end of this document.

Missouri Statewide Impaired Driving Plan:

Accomplishing Missouri's goal of reducing alcohol-related traffic crashes will be through strategically planned, comprehensive, balanced public awareness campaigns; stepped up high visibility enforcement; education of law enforcement, the public and the judiciary; providing for

stiffer penalties for alcohol-impaired driving offenders, and utilizing a partnership approach that outlines strong opportunities to reduce fatal and serious injuries on Missouri roadways.

Missouri currently outlines efforts to improve traffic safety and reduce alcohol-impaired driving crashes through several statewide plans. These plans include the *Impaired Driving Strategic Plan*; *Missouri's Blueprint to Save More Lives*; the *Highway Safety Plan & Performance Plan*; and the Department's *Tracker*. Each of the plans are developed in different fashions yet builds upon the other.

Missouri followed guidance provided by the Federal Highway Administration and the American Association of State Highway and Transportation Officials in 2004 and established a coalition of safety advocates, The Missouri Coalition for Roadway Safety. The MCRS was charged with leading the statewide implementation of the first strategic highway safety plan, *Missouri's Blueprint for Safer Roadways* which set a goal of 1,000 or fewer fatalities by 2008. The MCRS is now working with the third edition of the Blueprint, *Missouri's Blueprint to Save More Lives* with a goal of 700 or fewer fatalities by 2016.

The significance of the MCRS is paramount to traffic safety and the reduction of alcohol-impaired driving in the state. The Coalition operates statewide with seven subcommittees that are responsible for various areas of traffic safety. The Statewide Impaired Driving Subcommittee focuses on the area specific to reducing fatalities and serious injuries resulting from alcohol-impaired driving. The Statewide Impaired Driving Subcommittee was instrumental in hosting a strategic planning meeting in 2008 with partners across the state, resulting in development of the first impaired driving strategic plan in the state. Information gained from both the strategic planning meeting and the *Impaired Driving Strategic Plan* were utilized in updating both the second and third editions of the statewide strategic plans - *Missouri's Blueprint to Arrive Alive* and *Missouri's Blueprint to Save More Lives*.

The Statewide Impaired Driving Subcommittee hosted a second Summit on July 25 – 26, 2013 in Columbia, Missouri. The goal of the Summit was to bring together key stakeholders from around the state with a vested interest in reducing alcohol-impaired driving crashes in order to revise the Impaired Driving Strategic Plan originally developed in 2008. The Strategic Plan was completed in August 2013 and revised in April 2014. The Uniform Guidelines for State Highway Safety Programs, Guideline Number 8 – Impaired Driving was utilized during the planning process. The Impaired Driving Strategic Plan is included as Attachment 405(d) #2.

Several resources are provided to further clarify the purpose and procedural guidelines of the MCRS, Alcohol and Other Drug Section of the HSP, the Statewide Impaired Driving Subcommittee and the Public Information and Education Subcommittee. The resources can be found in Appendix A through D of this document.

Each of the plans mentioned above can be located on the internet at the locations listed below:

MoDOT's *Tracker* can be found at: www.modot.org/about/Tracker.htm

2014 *Highway Safety Plan & Performance Plan* – www.modot.org/safety/index.htm

Missouri's Blueprint to Save More Lives – www.savemolives.com/the-situation.html

Impaired Driving Strategic Plan (April 2014) – www.savemolives.com/impaired-driving.html

Goals, Performance Measures and Benchmarks:

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) and Performance Plan. The HSP describes how Missouri's Section 402 Highway Safety Program and the new Section 405 National Priority Safety Program including the incentive grant funds and Sections 154 and 164 transfer funds will be used to promote highway safety within the state. The 2015 HSP encompasses the federal fiscal year October 1, 2014 through September 30, 2015. The following goals, performance measures and benchmarks are outlined in the HSP for the Impaired Driving section:

Goal #1: To decrease fatalities involving drivers with .08 BAC or greater to 230 by 2016:

- 267 by 2013
- 255 by 2014
- 243 by 2015

Performance Measure:

- Number of fatalities involving drivers with .08 BAC or greater

Benchmarks:

- 2012 fatalities involving drivers with .08 BAC or greater = 280

Goal #2: To increase substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012 2013 = 7,989

- 8,009 by 2014
- 8,029 by 2015
- 8,049 by 2016

Performance Measure:

- Number of substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations = 7,989 (DWI)

Goal #3: To decrease fatalities involving alcohol-impaired drivers under the age of 21 years to 14 by 2016:

- 16 by 2013
- 15 by 2014
- 15 by 2015

Performance Measure:

- Number of fatalities involving alcohol-impaired drivers under the age of 21 years

Benchmark:

- 2012 fatalities involving alcohol-impaired drivers under the age of 21 years = 17

Missouri Statewide Impaired Driving Task Force (HSP Attachment 405(d) #1):

Governor Mel Carnahan signed Executive Order 94-19 on May 25, 1994 establishing the Governor's Commission on Driving While Intoxicated and Impaired Driving and appointing the Director of the Department of Public Safety as the chair. The Commission met for several years and term limits for the commissioners were allowed to expire. The Governors elected since the Carnahan administration did not appoint new members to the Commission and the Commission was not very active. In fact, many of the members were no longer serving on the Commission.

Staff of Missouri's current Governor Jay Nixon, have asked many questions about the Statewide Impaired Driving Subcommittee including structure and effectiveness. Governor Nixon has convened several special meetings to address specific issues of concern and has supported the structure of the Statewide Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety serves on the Statewide Impaired Driving Subcommittee and reports to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatal and serious injuries resulting from traffic crashes through implementation of *Missouri's Blueprint for Safer Roadways* (now *Missouri's Blueprint to Save More Lives*). As a natural result of the Coalition efforts subcommittees were formed to work on specific areas of concern statewide such as impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Impaired Driving Subcommittee has been very active and is now chaired by Dwight Scroggins, Buchanan County Prosecutor and Captain Greg Smith, Missouri State Highway Patrol. Statewide Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system (e.g., prosecution, state courts), driver licensing, treatment and rehabilitation, ignition interlock, public health, Mothers Against Drunk Driving, public safety, Alcohol and Tobacco Control, and the Department of Transportation.

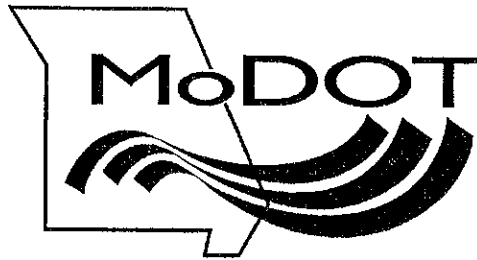
The Director of the Missouri Department of Transportation, Dave Nichols, serves as the Governor's Highway Safety Representative and is very supportive of both the Missouri Coalition for Roadway Safety and each of the Statewide Subcommittees. MoDOT staff and funding are utilized to support the activities and structure of the MCRS.

The Statewide Impaired Driving Subcommittee meets quarterly and works on issues such as legislation, DWI reporting, blood draws, updating breath alcohol instrumentation, BAC testing in fatal crashes and expansion of DWI courts in the state. **Statewide Impaired Driving Subcommittee meetings were held on February 8, April 12, June 14 and November 1, 2013 and March 28, 2014.** In the past, MoDOT support staff was assigned to each of the statewide subcommittees and took minutes at each of the meetings. In 2012 MoDOT staff was cut and the subcommittee no longer had administrative support until November of 2013 when a staff person was once again assigned to take minutes at each meeting. In the Supplemental Resources section immediately following this document, you will find copies of agendas from the last year with notes taken by the Highway Safety Impaired Driving Coordinator typed under each topic on the agenda until November and then you will find official minutes of each meeting. In the Supplemental Resource Section there are also

copies of the sign-in sheets and handouts provided at each of those meetings in addition to a list of the subcommittee members.

Subcommittee members are very active and are always exploring ways to reduce impaired driving related crashes, improve reporting and establish more effective ways to deal with repeat offenders. The Subcommittee published the second edition of the impaired driving strategic plan in August 2013 and revised it again in April 2014. Subcommittee members are always looking for gaps in subcommittee participation and follow guidance provided by NHTSA in *A Guide for Statewide Impaired Driving Task Forces*.

Missouri
Department
of Transportation



Dave Snider, P.E, Interim Director

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September 2, 2004

Mr. Charles Jackson
Missouri Department of Public Safety
Truman Building, Room 870
Jefferson City, MO 65101

Dear Charles:

Transportation Secretary Mineta has directed the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier's Safety Administration (FMCSA) to join forces in an aggressive effort to reduce the number of people killed on the nation's highways.

In response to the national effort, a small working group of safety experts collected and analyzed data and contacted more than 150 additional advocates gaining ideas and input on how to best impact traffic safety problems in Missouri. The group compiled all of the information in "Missouri's Blueprint for Safer Roadways." The membership of the Missouri Coalition of Roadway Safety (MCRS) voted to support "Missouri's Blueprint for Safer Roadways" as a guidance document for the state. Attached is a copy of this document for your information.

Missouri has lost more than 2,400 people on our roadways over the past two years. The goal set forth in the blueprint is **"less than 1000 fatalities per year by 2008."** In order to reach this goal, we need the support and assistance of safety advocates across the state. At the MCRS meeting, an Executive Committee was appointed and a number of sub-committees are planned to help address specific tasks.

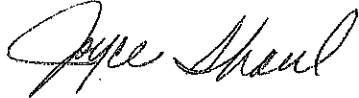
The Executive Committee saw no reason to appoint a DWI Committee when a Governor's Commission on DWI and Impaired Driving already exists. It is their desire to integrate the DWI Commission into the Blueprint process and touch on the expertise contained within this group. Your Chair, Mr. Charles Jackson has agreed to this plan.

Your name will be added to the list of MCRS members and mailings will be sent to you as information becomes available. I hope you will be willing to partner with other public and private safety advocates in reducing the number of people who die on our roadways each year.

Mr. Charles Jackson
September 3, 2004
Page 2

If you have any questions about the MCRS, the Blueprint document, or the process, please feel free to call or contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joyce Shaul".

Joyce F. Shaul
Director

JFS:ks

Enclosure

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MISSOURI

IMPAIRED DRIVING STRATEGIC PLAN

MISSOURI



*Missouri Coalition
for **Roadway Safety***



APRIL 2014



P.O. Box 270
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www.saveMOLives.com

Impaired Driving Subcommittee

On behalf of the Missouri Coalition for Roadway Safety's Impaired Driving Subcommittee, it is our privilege to present the second edition of Missouri's Impaired Driving Strategic Plan.

Despite impressive reductions in traffic-related fatalities and serious injuries in Missouri over the past several years, crashes involving impaired drivers continue to be a serious problem.

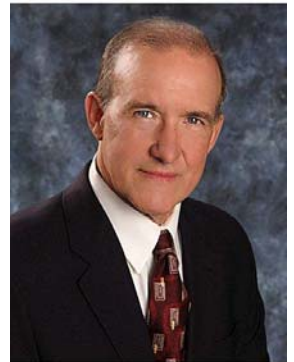
To address the issue of impaired driving, the Impaired Driving Subcommittee facilitated development of the strategic plan. The plan focuses on reducing impaired driving crashes by establishing key strategies in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data.

In addition to drafting the plan, the Impaired Driving Subcommittee will oversee coordination and implementation of the Impaired Driving Strategic Plan.


We would like to extend a special thanks to all those who contributed to the development of this plan. We look forward to working with each of you over the coming months and years to carry out the vision outlined in the plan.



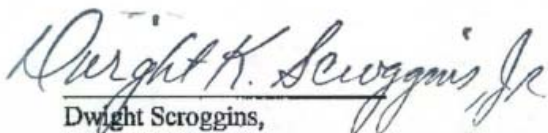
Captain Greg Smith
Missouri State Highway Patrol



Dwight K. Scroggins, Jr.
Prosecuting Attorney
Buchanan County, Missouri



Captain Greg Smith
Missouri State Highway Patrol



Dwight Scroggins,
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Mission

Improve traffic safety in Missouri by fostering effective communication, coordination and collaboration among public and private entities and thereby reduce the number of deaths and injuries resulting from impaired driving traffic crashes

Vision

Toward Zero Impaired Driving Deaths on Missouri Roadways

Overall Goal

Reduce fatalities involving drivers who are impaired by alcohol and/or other drugs by two percent annually and support the four percent reduction in overall fatalities as outlined in *Missouri's Blueprint to Save More Lives*

Benchmark

This goal will be measured by the number of fatalities involving at least one driver who had a BAC of .08 or above, or was impaired by drugs

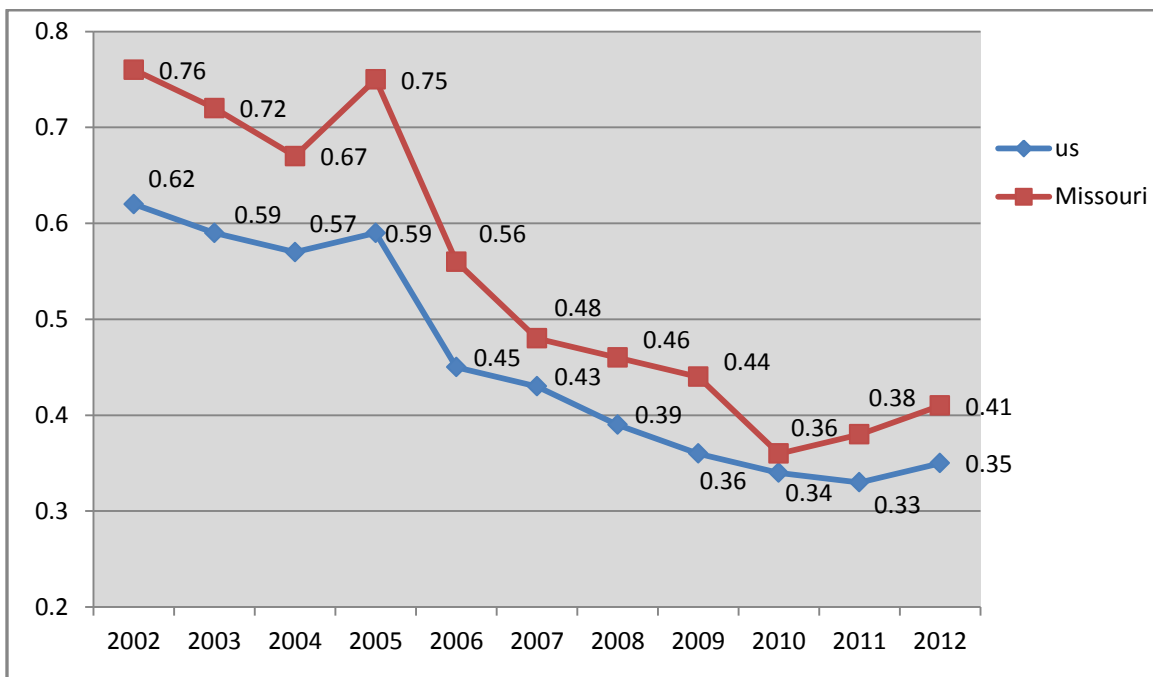
The baseline established in 2011 of 234 alcohol- and drug-related fatalities will be used

Background

Amazing results best describe Missouri's effort to save more lives and reduce serious injuries occurring on our roadways. Over the last eight years, the State has experienced an overall reduction of 34.3 percent in fatalities and 36.2 percent in serious injuries. Between 2005 and 2012, Missouri's annual traffic fatalities fell from 1,257 to 826. This remarkable decrease is due in part to aggressive implementation of the strategic highway safety plans.

Much progress has also been made in the area of alcohol-impaired driving since 2005 when the yearly alcohol-related fatality rate per 100 million vehicle miles traveled in Missouri was 0.75 compared to 0.41 in 2012.

Alcohol-Impaired Driving Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)



NOTE: Utilization of a new definition of the fatality rate began in 2007 and is based on the BAC of all involved drivers and motorcycle riders (operators)

Missouri followed guidance provided by the Federal Highway Administration and the American Association of State Highway and Transportation Officials in 2004 and established a coalition of safety advocates, The Missouri Coalition for Roadway Safety. The MCRS was charged with leading the statewide implementation of the first strategic highway safety plan, *Missouri's Blueprint for Safer Roadways* which set a goal of 1,000 or fewer fatalities by 2008. The MCRS is now working with the third edition of the Blueprint, *Missouri's Blueprint to Save More Lives* with a goal of 700 or fewer fatalities by 2016.

The significance of the MCRS is paramount to traffic safety and the reduction of alcohol-impaired driving in the state. The Coalition operates statewide with ten subcommittees that are

responsible for various areas of traffic safety. The Statewide Impaired Driving Subcommittee focuses on the area specific to reducing fatalities and serious injuries resulting from alcohol-impaired driving. The Statewide Impaired Driving Subcommittee was instrumental in hosting a strategic planning meeting in 2008 with partners across the state, resulting in development of the first impaired driving strategic plan in the state. Information gained from both the strategic planning meeting and the *Impaired Driving Strategic Plan* were utilized in updating both the second and third editions of the statewide strategic plans - *Missouri's Blueprint to Arrive Alive* and *Missouri's Blueprint to Save More Lives*.

Additional information about the purpose and procedural guidelines of the MCRS can be found in Appendix A.

Missouri currently outlines efforts to improve traffic safety and reduce alcohol-impaired driving crashes through several statewide plans. These plans include *Missouri's Impaired Driving Strategic Plan*; *Missouri's Blueprint to Save More Lives*; the *Highway Safety Plan & Performance Plan*; and the Department's *Tracker*. Each of the plans is developed in different fashions yet builds upon the other. The plans mentioned above can be located on the internet at the locations listed below:

Missouri's Blueprint to Save More Lives – www.savemolives.com/the-situation.html

2013 Highway Safety Plan & Performance Plan – www.modot.org/safety/index.htm

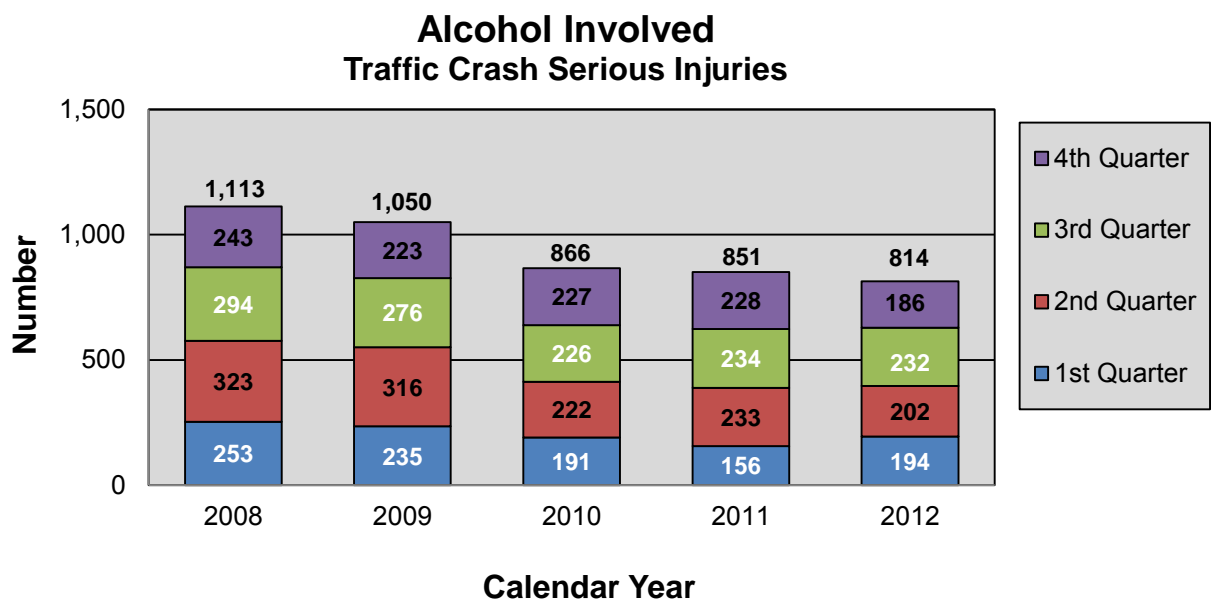
Impaired Driving Strategic Plan – www.savemolives.com/impaired-driving.html

MoDOT's *Tracker* can be found at: www.modot.org/about/Tracker.htm

Introduction

In 2012, a total of 826 people died in traffic crashes on Missouri's roadways. One person was killed every 10.6 hours. The death rate was 1.2 per 100 million vehicle miles of travel. The death rate has decreased from 1.2 in 2010 to 1.1 in 2011. Although these numbers are still too high, Missouri has seen a significant decline in overall traffic fatalities since 2005. One area where less improvement has been made is in crashes caused by drivers who are impaired by alcohol. These drivers are responsible for causing a substantial number of traffic crashes on Missouri roads, especially those resulting in death or serious injury.

Alcohol-impaired driving involvement, in particular, was a significant contributing factor in Missouri's serious traffic crash experience in 2012. Of all 2012 Missouri traffic crashes, 4.3 percent involved a person drinking. However, of all fatal crashes, 27 percent had a person drinking. A total of 214 persons were killed and 3,510 were injured in these crashes. In 2012, one person was killed or injured in alcohol-impaired driving-involved crashes every 2.4 hours in the State. It should be noted that alcohol-impaired driving involvement is being under-reported as a causal factor in traffic crashes and is an even greater problem than the above statistics indicate. As indicated in the graphs below, alcohol-impaired driving-related traffic crashes and deaths are still a serious problem in Missouri.



Alcohol-impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Of those alcohol-impaired drivers who were killed in 2012 traffic crashes, 85 percent were not wearing a safety belt and 72.5 percent of those seriously injured were unbelted.

Missouri's Impaired Driving Strategic Plan focuses on reducing impaired driving crashes by including components in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data. Each of these components will be described in more detail throughout the plan with strategies

outlined in order to achieve the specific goals listed below. This plan will also support the goals outlined in the Highway Safety Plan & Performance Plan, Alcohol and Other Drugs section included in Appendix B.

Specific and Measureable Goals of the Impaired Driving Strategic Plan:

- Reduce the number of fatalities and serious injuries involving an impaired driver
- Reduce the number of fatal and serious injury crashes involving an impaired driver
- Reduce the number of fatalities involving an alcohol-impaired driver with .08 BAC or greater
- Reduce the number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol)
- Decrease the number of fatalities involving impaired drivers under the age of 21
- Increase the number of limited driving privileges issued by DWI courts
- Increase the number of participants in DWI courts
- Increase the number of graduates of DWI courts
- Increase the graduation rate of DWI court participants
- Increase the number of DWI cases heard in state court
- Increase the number of law enforcement agencies and local prosecutors making entries in DWITS
- Decrease in the percentage of breath alcohol test refusals
- Increase the number of people attending SATOP classes by program type (including the serious and repeat offender program)
- Increase the number of drugged driving arrests
- Increase the number of convictions for DWI (1st, 2nd, 3rd offense, etc)
- Increase the number of ignition interlock devices installed

I. Program Management and Strategic Planning

Missouri's impaired driving program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations. Programs and activities carried out under the Strategic Plan are guided by problem identification and monitored for effectiveness.

➤ **Task Forces or Commissions:**

Governor Mel Carnahan signed Executive Order 94-19 on May 25, 1994 establishing the Governor's Commission on Driving While Intoxicated and Impaired Driving and appointing the Director of the Department of Public Safety as the chair. The Commission met for several years and term limits for the commissioners were allowed to expire. The Governors elected since the Carnahan administration did not appoint new members to the Commission and the Commission was not very active. In fact, many of the members were no longer serving on the Commission.

Staff of Missouri's current Governor, Jay Nixon, has asked many questions about the Statewide Impaired Driving Subcommittee including structure and effectiveness. Governor Nixon has convened several special meetings to address specific issues of concern and has supported the structure of the Statewide Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety serves on the Statewide Impaired Driving Subcommittee and reports to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatal and serious injuries resulting from traffic crashes through implementation of *Missouri's Blueprint for Safer Roadways* (now *Missouri's Blueprint to Save More Lives*). As a natural result of the Coalition efforts, subcommittees were formed to work on specific areas of concern statewide such as impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Impaired Driving Subcommittee has been very active and is now chaired by Dwight Scroggins, Buchanan County Prosecutor and Captain Greg Smith, Missouri State Highway Patrol. Statewide Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system (e.g., prosecution, state courts), driver licensing, treatment and rehabilitation, ignition interlock program management, public health, Mothers Against Drunk Driving, public safety, Alcohol and Tobacco Control, and the Department of Transportation.

The Director of the Missouri Department of Transportation, Dave Nichols, serves as the Governor's Highway Safety Representative and is very supportive of both the Missouri Coalition for Roadway Safety and each of the Statewide Subcommittees. MoDOT staff and funding are utilized to support the activities and structure of the MCRS.

The Statewide Impaired Driving Subcommittee meets quarterly and has most recently worked on issues such as legislation, DWI reporting, blood draws, updating breath alcohol instrumentation, BAC testing in fatal crashes and expansion of DWI courts in the state. The Impaired Driving Strategic Plan was created and endorsed by the Impaired Driving Subcommittee. The Impaired Driving Subcommittee will continue support of the Impaired Driving Strategic Plan by overseeing the implementation of strategies outlined in this document.

➤ **Strategic Planning:**

In July of 2013, the Impaired Driving Subcommittee and the Missouri Department of Transportation hosted a two-day Summit to update the current Impaired Driving Strategic plan utilizing the Uniform Guidelines for State Highway Safety Programs, Guideline Number 8. There were thirty-three participants in attendance at the summit who represented law enforcement, treatment, prosecution, courts, MADD, transportation, driver licensing, ignition interlock program management, NHTSA, Department of Health, and other traffic safety groups.

Utilizing the Uniform Guidelines and the existing Impaired Driving Strategic Plan, those attending the two-day summit were guided through a rough draft of a planning document to initiate discussion and prompt strategic planning and development. That working document was updated to reflect comments and concerns from the planning group at the Summit to create the second version of Missouri's Impaired Driving Strategic Plan. The Impaired Driving Subcommittee members have reviewed this plan for final approval before submission to NHTSA.

➤ **Program Management:**

The impaired driving program is coordinated by a staff person with MoDOT's Division of Traffic and Highway Safety, who serves as the impaired driving coordinator for the Department. The coordinator works with the co-chairs of the Impaired Driving Subcommittee to facilitate coordination, resource sharing, communication and strategic planning among those who serve on the subcommittee and other agencies and organizations. In addition, the State has a Traffic Safety Resource Prosecutor who is instrumental with coordination efforts as well.

The Subcommittee guides efforts outlined in the Impaired Driving Strategic Plan. Individual members are often asked to provide updates to the Impaired Driving Subcommittee on particular areas of interest or concern to measure or evaluate progress (e.g., DWI courts, blood testing, BAC reporting, etc). Subcommittee members are very active in the area of Impaired Driving and collectively bring a wealth of knowledge and experience to the table. A list of the Impaired Driving Subcommittee members can be found in Appendix C.

➤ **Resources:**

The structure of the MCRS and the ten subcommittees allows for enhanced communication and resource sharing among all agencies and organizations involved. Although there is currently a heavy reliance on grant funding, there are other resources utilized in the state. Many agencies and organizations have funding that covers some of the impaired driving programs. However, frequently agencies struggle with limited funding to support the programs they are tasked with or stretching the funding to meet the demands placed on the system.

One such resource is the Mental Health Earnings Fund which funds the Substance Abuse Traffic Offender Program (SATOP) established by Missouri legislation in 1993. SATOP contracts with and

certifies programs to provide assessment, education, and treatment interventions. SATOP is required by law for license reinstatement and is funded solely from fees paid by the SATOP participant.

Many of the costs associated with impaired driving programs or sanctions in the State are borne by the DWI offender. Recoupment of those costs are collected or recovered in many ways; e.g., recoupment funds, DWI court participant fees, SATOP fees and direct cost charged by the service provider.

➤ **Data and Records:**

Missouri currently uses data from multiple sources including the Fatality Analysis Reporting System, Crash Outcome Data Evaluation System, State Traffic Accident Record System, the Traffic Management System, Department of Revenue Driver License Bureau and General Counsel, Judicial Information System, and Department of Mental Health, among others. The State also has a Traffic Records Coordinating Committee to represent the interests of the stakeholders in the data collection and reporting process.

Great strides have been made toward the goal of ensuring accurate criminal records with the creation of the DWI Tracking System (DWITS). DWITS offers law enforcement officers, prosecutors and courts the ability to get real time information on the impaired driving record of anyone arrested for an impaired driving offense in this state. Unfortunately, reporting to DWITS is not currently mandatory and participation is not currently universal.

Missouri law currently requires an Alcohol Influence Report (AIR) to be filed any time someone is arrested for an intoxication related traffic offense and has a blood alcohol concentration of .08 (or .02 for minors) and above or refuses to submit to a chemical test. These reports are not always filed in a timely manner or filed at all. Also, unless there is a corresponding criminal conviction, a person who drives under the influence of a drug other than alcohol may avoid licensing sanctions.

While we have a thorough and comprehensive crash report, impaired driving tends to be underreported, particularly as it relates to drugs other than alcohol. This is often due to a failure to report alcohol or drug use as a causal factor and a failure to recognize the indicators of impairment in all cases.

➤ **Communication Program:**

Missouri currently has a very aggressive statewide communication program that is coordinated through the Public Information and Education Subcommittee of the MCRS. The chairs of the PI&E subcommittee are members of MoDOT staff and coordinate efforts of the PI&E Subcommittee. The PI&E Subcommittee coordinates all traffic safety related activities of the MCRS including the Impaired Driving Subcommittee. Members of the PI&E Subcommittee can be found in Appendix D.

Many of the statewide communication efforts can be found on the MCRS website at www.saveMOLives.com. Information about each of the traffic safety campaigns are on that site as well

as media releases, graphics, statistics and more. The website allows members of the coalition and public to access traffic safety information in one location and in a timely manner.



It is important to mention that many of the traffic safety partners also have their own campaigns as well. For example, MADD and the Missouri State Highway Patrol conduct very specific impaired driving campaigns while supporting the MCRS efforts as well. Participating agencies and organizations use the same ARRIVE ALIVE logo or message whenever possible to leverage campaign message, budgets and overall efforts.

The vast majority of PI&E efforts center around earned and paid media efforts in support of Missouri's high visibility enforcement. Those efforts are outlined more specifically in the criminal justice section of this plan with a heading titled "Publicizing High Visibility Enforcement."

Strategies in the Program Management and Strategic Planning Area:

1. Formalize activities of the Impaired Driving Subcommittee
 - a. Keep official minutes for each meeting
 - b. Expand membership to include key areas that are not currently represented (i.e. the defense bar, judges, hospitality industry)
 - c. Formalize the operational procedures for the subcommittee
 - d. Adopt parliamentary procedures to govern voting and other actions taken by the subcommittee
2. Develop short and long term objectives in order to meet the goals outlined in the strategic plan
3. Enact legislation that provides resources dedicated to impaired driving in the state
4. Educate state, county and local officials about the value of impaired driving initiatives
5. Educate law enforcement agencies about their ability to recoup the costs of impaired driving investigations and ensure that these funds are returned to the arresting agency for DWI enforcement efforts

II. Prevention

Missouri will seek to reduce the incidences of impaired driving through public health approaches, including altering social norms, changing risky and dangerous behaviors, and creating safer environments.

➤ **Promote Responsible Alcohol Service:**

Service to underage drinkers and over-service to those over 21 by bars and restaurants contributes to impaired driving crashes in this state. Missouri conducts a variety of programs that address this particular issue including online server training, a university based designated driver program, and an educational program geared for Missouri college student organizations to promote hosting responsible events and parties.

State budget cuts during the 2010 legislative session eliminated seventeen liquor control agents within the Division of Alcohol and Tobacco Control who participated in the underage drinking prevention program. The State of Missouri still has an underage drinking prevention program; however, this action forced different approaches to combat this issue and places more burden on local jurisdictions to fill the gap. The budget cuts to the Division of Alcohol and Tobacco Control limited the ability of their staff to continue at the same level of training for alcohol beverage retailers and servers.

In an effort to fill some of the gap created, The Wellness Resource Center at the University of Missouri–Columbia offers training to alcohol beverage retailers and servers free of charge. The State of Missouri Alcohol Responsibility Training (SMART) is sponsored by MoDOT and was created with the help of an advisory board of police, bar owners, the Division of Alcohol and Tobacco Control, Partners in Prevention, and Partners in Environmental Change coalitions (UMC based programs). The SMART program launched on December 1, 2004 and is proving to be a very successful program. The Wellness Resource Center promotes the SMART program statewide and works with the Missouri Petroleum Marketers and Convenience Store Association to publish articles in MPCA's newsletter, in addition to conducting other marketing and promotional activities.

SMART is an online responsible beverage service training program that covers the problems of serving underage patrons: how to spot a fake ID; and the laws and liability concerns related to serving underage customers. In addition, the second phase of the training covers the problem of over serving patrons: how to spot someone who's intoxicated; tips on how to keep someone from becoming intoxicated; tips on how to handle an intoxicated customer; and laws and liability concerns related to serving intoxicated customers. Servers and sellers of alcohol take a test upon completion of the program which provides them with certification for a two year period. The program allows managers of retail establishments to access information and check which employees have or have not passed the program. In the first year, over 1,200 servers had enrolled in the program with 885 servers completing certification. In 2007, three years after the launch of the program, 255 establishments were enrolled representing 18 counties. In 2008, the program was expanded to offer training services to employees of package liquor stores and grocery stores. By the fall of 2012, 1,658 businesses and groups had enrolled with 9,776 servers enrolled and 6,832 servers holding current certification.

The Division of Alcohol and Tobacco Control provides underage alcohol purchase compliance program training to law enforcement officers who are conducting compliance buy programs. The purpose of the training is to provide law enforcement agencies and retail liquor industry members and their employees with the basic understanding of State Liquor Laws. The training assists these entities in understanding the State Supervisor's permissive standards per Section 311.722, RSMo, for the use of minors in investigations by any state, county, municipal or other local law enforcement authority and to improve the successful administrative adjudication of alleged liquor law violations.

MoDOT's Division of Traffic and Highway Safety provides grant funding for high visibility enforcement during the National Labor Day crackdown and quarterly enforcement activities. The quarterly effort in May will focus on underage drinking during the graduation season through compliance checks and/or party dispersal activities. Underage drinking enforcement activities will focus on the twenty-two counties that rank within the top twenty with the highest incidence of fatal and disabling injury crashes where at least one driver was a drinking driver under 21. Those counties are: St. Louis, Jackson, St. Charles, Greene, Boone, Jefferson, Clay, Jasper, Franklin, St. Louis City, Buchanan, Johnson, Cass, Newton, Christian, Howell, St. Francois, Taney, Butler, Cape Girardeau, Pettis, and Phelps. More information on the HVE program can be found in the Criminal Justice Section of this plan.

Strategies for Promoting Responsible Alcohol Service:

1. Establish regulations to require server training and certification or licensing for individuals who will be serving alcohol in retail establishments
2. Promote and expand the approved server training program
3. Establish additional cooperative local partnerships between law enforcement agencies and bar and restaurant owners, their associations and representatives, and retailers or anyone who sells alcohol and drugs
4. Look at ways to prevent alcohol service to minors in retail establishments
5. Develop and promote model ordinances and best practices for responsible beverage serving, server training programs, and enforcement programs
6. Continue to improve youth alcohol impairment prevention programs such as PIRE training, TREND, SADD, Traffic Offenders Program, and MADD programs

➤ **Promote Transportation Alternatives:**

Missouri is a largely rural state which presents unique challenges for promoting transportation alternatives. Even in small communities, however, designated driver programs can be effective. In more urban areas, efforts can be directed at promoting designated driver and safe ride programs and in making the communities aware of public transportation options.

The Wellness Resource Center at the University of Missouri–Columbia coordinates the CHEERS program by educating college students in Missouri about the importance of using a designated driver who has had nothing to drink through programs and educational information. CHEERS was designed as a rewards program to increase the number of designated drivers throughout the state of Missouri. As an environmental approach to reducing irresponsible drinking and the number of impaired drivers, bars, restaurants and nightclubs participating in CHEERS provide free non-alcoholic beverages to designated drivers. This serves as an incentive for those being responsible for the safety of their friends and community, and reiterates in the community that drinking and driving is unacceptable. The CHEERS program is present on 25 individual campus or community chapters across the state and has over 300 establishments participating.

Strategies for Promoting Transportation Alternatives:

1. Encourage efforts to promote programs that allow drinkers 21 and older to reach their destinations without driving, especially in high risk communities during high risk times
2. Increase awareness of existing transportation alternatives in the state
3. Provide a link to cab information on SaveMOlives website
4. Explore ways to expand the awareness of the existing transportation alternatives
5. Communicate with bar owners and cab companies about existing transportation alternatives

➤ **Conduct Community Based Programs:**

Missouri seeks to prevent impaired driving fatalities by educating its citizens about the dangers it presents and the costs it can impose on the community, innocent victims, and offenders. Community-based programs presented through a variety of settings help in this effort. The Missouri State Highway Patrol, MADD, ThinkFirst Missouri, Missouri Youth Adult Alliance, local law enforcement agencies, Safety Councils, and many others provide educational programs and literature regarding the impact of impaired driving to schools, employers and community groups. In addition, the seven regional coalitions under the MCRS offer programs and materials to local community groups.

Below are a few examples of programs offered in Missouri:

- ThinkFirst Missouri is a program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation and serves as an affiliate chapter of the ThinkFirst National Injury Prevention Foundation. ThinkFirst Missouri offers a variety of programs in Missouri including: The Traffic Offenders Program; Community/Corporate Program; Youth Curriculum; and a Teen Program for schools.
- Missouri Partners in Prevention (PIP) is a statewide coalition of nineteen institutions of higher education in Missouri and relevant state agencies (Division of Alcohol and Tobacco Control, Division of Alcohol and Drug Abuse, Division of Traffic and Highway Safety) that collaboratively develop strategies for reducing and preventing high-risk drinking among Missouri college students. PIP's primary goals include enhancing the communication network among campus administrators, law enforcement and policy professionals, communicating with college students and their parents about underage alcohol use and high risk drinking, and improving universities' effectiveness at decreasing the abuse of alcohol and other drugs among Missouri college students. The heart of PIP's coalition is the collaboration that exists between prevention professionals in state agencies and on college and university campuses. At monthly meetings, PIP representatives discuss current prevention issues and trends and receive advice and suggestions from each other and from their colleagues in state agencies. During these monthly meetings, the representatives are trained on relevant prevention issues, including communication strategies related to underage alcohol use and high risk drinking.

Strategies for the Area of Conducting Community-Based Programs:

1. Expand screening and brief intervention programs in schools
2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place
3. Continue to educate children, parents and the community about substance abuse issues
4. Develop model policies for schools to address underage drinking issues
5. Expand Drug Impairment Training for Educational Professionals
6. Expand the Safe and Sober program in schools
7. Explore the effectiveness and feasibility of random drug testing in schools (consult with DESE)
8. Work with employers to review their safety policies as they relate to the issue of impaired driving
9. Educate employers about the ignition interlock laws and requirements in the state
10. Increase communication between the Impaired Driving Subcommittee and the regional coalitions
11. Increase support of impaired driving mobilizations
12. Expand MADD's Power of Parents Program in Missouri

III. Criminal Justice System

All of the components of the criminal justice system in Missouri—law enforcement, prosecutors, courts, probation and parole, and our driver licensing authority—work together to achieve specific and general deterrence of impaired driving. Specific deterrence focuses on holding accountable those individuals who drive under the influence of alcohol and other drugs by imposing appropriate sanctions upon arrest which can include criminal penalties, driver license sanctions and assessment and treatment for substance abuse issues. General deterrence focuses on creating a perception that impaired drivers will be apprehended and prosecuted thereby discouraging people from driving under the influence. Efforts in each component of the criminal justice system are described in detail below.

➤ **Laws:**

Missouri currently has two separate criminal offenses that address impaired driving. The general driving while intoxicated statute (section 577.010, RSMo) makes it an offense to drive in an intoxicated or drugged condition. This includes being under the influence of alcohol, a controlled substance, a drug or a combination of any of these. There is a separate criminal offense for driving with excessive blood alcohol content (section 577.012, RSMo), which is defined as having a blood alcohol concentration of .08 or above. Although Missouri does not have a statute that specifically imposes additional license withdrawal for driving with a high BAC, additional criminal sentencing requirements are available for offenders who operate a motor vehicle with a BAC of .15 or above and for offenders who operate a motor vehicle with a BAC of .20 or above. Missouri does have laws regarding repeat offenders and

imposing harsher criminal sanctions for each subsequent offense, laws making it a crime to drive with a revoked or suspended license, laws making it a crime to drive impaired with a minor in the vehicle, and laws making it a crime to kill or injure another person while driving under the influence of alcohol or other drugs.

Under the provisions of sections 577.010 and 577.012, RSMo, an offender who pleads or is found guilty of a first impaired driving offense cannot be granted a suspended imposition of sentence (SIS) unless he or she is placed on a term of probation for a minimum of two years. If an offender has a blood alcohol concentration of .15 percent or greater, and a DWI court or other court-ordered treatment program is available in that judicial circuit, the person cannot be granted suspended imposition of sentence (SIS) until he or she successfully completes the treatment program. If a suspended imposition of sentence is not imposed under these provisions, then an offender who tests a .15 percent to .20 percent BAC must serve a minimum of 48 hours imprisonment and an offender who tests a .20 percent or above must serve a minimum of five days imprisonment. In addition, under several provisions of Missouri law, impaired driving offenders must complete an approved substance abuse traffic offender program (SATOP) for license reinstatement. A court-ordered waiver of the SATOP requirement is not permitted for offenders who have more than one alcohol offense or who test a .15 percent or above BAC.

Under section 577.023, RSMo, Missouri law enhances the criminal penalties for repeat impaired driving offenders. For an offender with a second offense within a five-year period, they are classified as a “prior offender,” a class A misdemeanor, subject to a fine of up to \$1,000, and a term of imprisonment not to exceed 1 year. For an offender with two prior offenses, they are classified as a “persistent” offender, a class D felony, punishable by a term of imprisonment up to four years, and a fine not to exceed \$5,000. An offender with three prior intoxication-related traffic offenses is classified as an “aggravated” offender, a class C felony, with a term of imprisonment of up to 7 years, and a fine up to \$5,000. A “chronic” offender is a person with four or more prior offenses, a class B felony, punishable by a term of imprisonment of a minimum of five years, and not more than 15 years.

Section 577.023 also restricts the circumstances in which an offender may be granted probation or parole by a court. An “aggravated” must serve a period of at least sixty days imprisonment, and a “chronic” offender a minimum of two years, prior to being eligible for probation or parole. For a “persistent” offender, he or she must either serve a minimum of thirty days of jail time, or perform at least 60 days of community service involving at least 480 hours, or successfully complete a DWI court or other court-approved and supervised treatment program. For an offender classified as a “prior” offender, he or she must serve a minimum period of imprisonment of ten days, or perform at least 30 days of community service involving a minimum of 240 hours, or successfully complete a DWI court or other court-approved treatment program.

Missouri law currently allows for law enforcement agencies to conduct sobriety checkpoints, utilize passive alcohol sensors, and obtain more than one evidential chemical test. Missouri law also provides that officers may administer a pre-arrest chemical test to any driver suspected of driving while intoxicated or with excessive blood alcohol content. Missouri law instructs law enforcement officers to

make all reasonable efforts to administer a chemical test to any person suspected of driving a motor vehicle that is involved in a collision resulting in death or serious physical injury.

With regard to penalties, Missouri imposes license sanctions for refusing to submit to a chemical test and for testing .08 or above for adult drivers, and .02 or above for minors. This sanction is a 90-day license suspension for testing over the statutory threshold for a first offense, and a one-year revocation for an offender with a prior alcohol offense within a five-year period. A one-year license revocation is imposed for those drivers refusing to submit to a chemical test. Missouri also has provisions requiring certain offenders to install an ignition interlock on vehicles they operate in order to get their driver license reinstated. In addition, Missouri has a Minor in Possession law, which makes it illegal for any person under 21 years of age to purchase, possess or consume ANY amount of alcohol (.02 percent or above). Under the law, their driver license will be suspended or revoked. Finally, Missouri has laws requiring impaired driving offenders to be assessed for substance abuse issues and to receive treatment, where appropriate. More information on assessment and treatment requirements can be found in that section of this plan.

Where a driver is operating a motor vehicle, and either tests over the statutory limit for alcohol concentration (adult or minor) or refuses to submit to a chemical test, the arresting officer is to forward an Alcohol Influence Report to the Department of Revenue. The report is used to determine whether a license suspension or revocation will be imposed. Department staff recently compiled statistics from these reports for a six-year period from 2009 through 2013. The statistics reveal that over this five-year period the number of reports filed with the Department by law enforcement officials statewide have decreased by nearly 26 percent. While the total number of offenders reported to the Department has declined, the number of drivers who refuse to submit to chemical testing have increased from 30 percent of the total to 32 percent, indicating that nearly one third of drivers arrested for an impaired driving offense refuse to submit to testing. During this same period, the average blood alcohol concentration for drivers who tested increased from a .150 percent average in 2009 to .153 percent in 2013.

Impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Of those impaired drivers who were killed in 2012 traffic crashes, 80 percent were not wearing a safety belt and 61 percent of those seriously injured were unbelted. Improvement in the area of safety belt use could dramatically impact the number of people killed and seriously injured in traffic crashes involving impaired drivers.

Missouri does not currently have laws criminalizing the refusal of a chemical test or the possession of an open container in the passenger compartment of a vehicle. This type of legislation has been filed in the past but has not passed through the legislature. Despite this fact, other laws could be adopted to improve the enforcement and prosecution of impaired drivers.

Strategies in the Area of Legislation:

1. Seek primary enforcement of Missouri's seat belt law
2. Make it a crime to refuse to submit to a chemical test upon arrest for an impaired driving offense
3. Seek legislation to amend the appeal process for chemical refusal license appeals removing them the Circuit Court and placing them in the Department of Revenue administrative process
4. Expand local primary seat belt ordinances
5. Seek legislation that would subject individuals who drive under the influence of a drug other than alcohol to civil licensing sanctions where there is a toxicology report that is positive for illicit drug use or prescription drug misuse or abuse
6. Seek legislation requiring mandatory input of all arrest and prosecution information on intoxication-related traffic offenses into the DWI Tracking System
7. Improve/enhance civil liability of dram shop law
8. Enact legislation that provides resources dedicated to impaired driving in the state
9. Modify current statutes to impose penalties on hospital staff who refuse a law enforcement officer's request or court order to draw blood from an impaired driving suspect

➤ **Enforcement:**

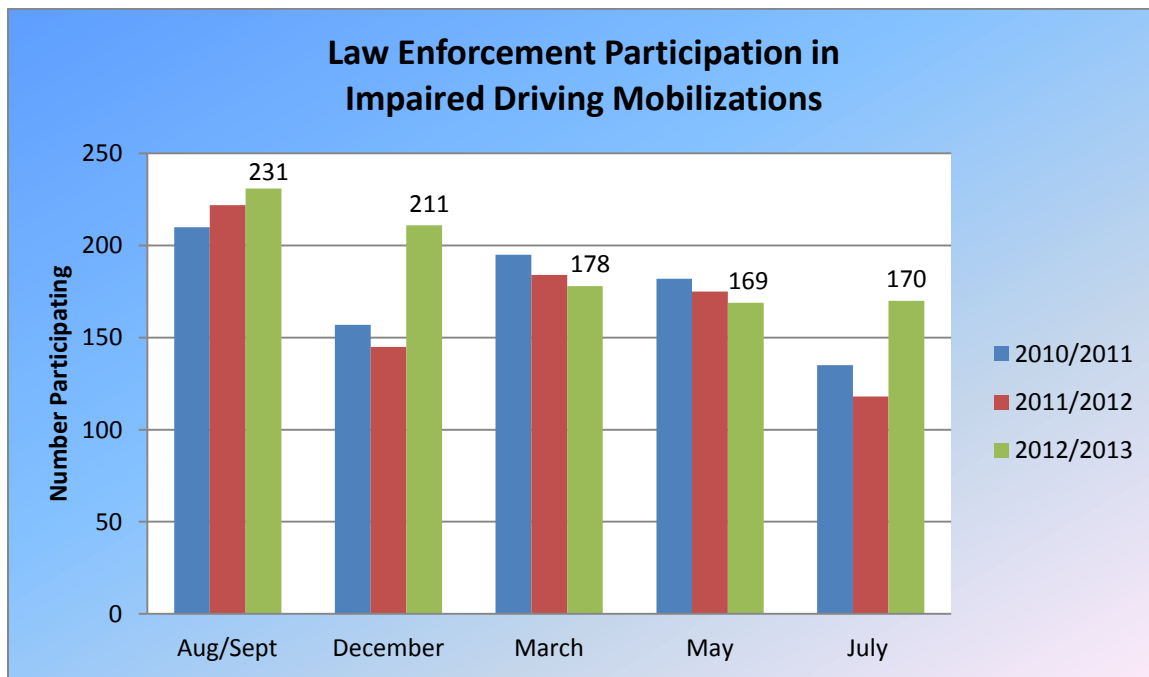
Missouri conducts frequent, highly visible, well publicized and fully coordinated impaired driving enforcement efforts throughout the state. These efforts are focused on those areas identified as having high incidences of alcohol or drug related crashes. These efforts include sobriety checkpoints and saturation patrols, often conducted on a multi-jurisdictional basis. When these efforts are funded with grants from the Division of Traffic and Highway Safety, they are publicized through a pre-event announcement, signage at the location, and a post-event news release detailing the number of vehicles stopped and arrests made. Investigating officers working these efforts are trained in the proper administration of the standardized field sobriety tests.

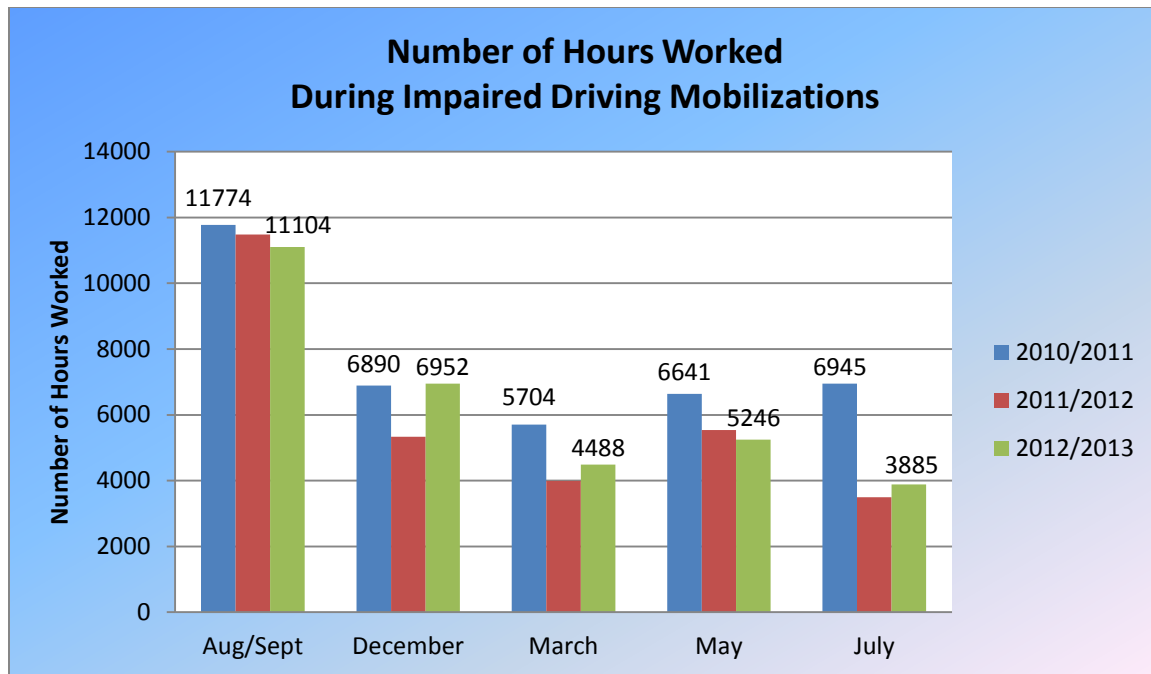
The Division of Traffic and Highway Safety works with the Law Enforcement Traffic Safety Advisory Council to establish quarterly enforcement periods and the annual Labor Day Crackdown. The enforcement efforts have been and continue to be coordinated through a grant with the Missouri Safety Center to cover overtime enforcement during the following timeframes:

- ☐ Labor Day Crackdown in August/September
- ☐ Holiday Campaign in December
- ☐ St. Patrick's Day in March

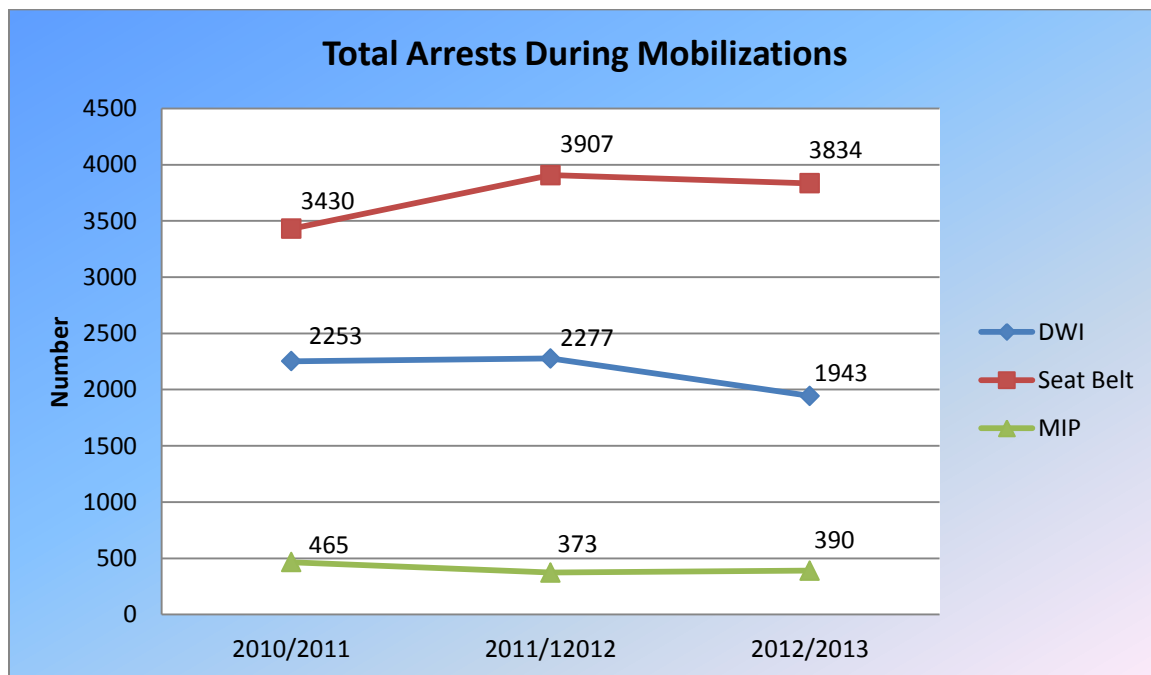
- ❑ Graduation Season in May
- ❑ Independence Holiday in July

The charts below represent data compiled from the law enforcement reports submitted to MoDOT's Traffic and Highway Safety Division after each of the quarterly and annual mobilizations mentioned above. This activity only represents the activity during those mobilizations and does not include other enforcement efforts such as those conducted through yearlong grants and/or normal enforcement activities conducted by law enforcement agencies.

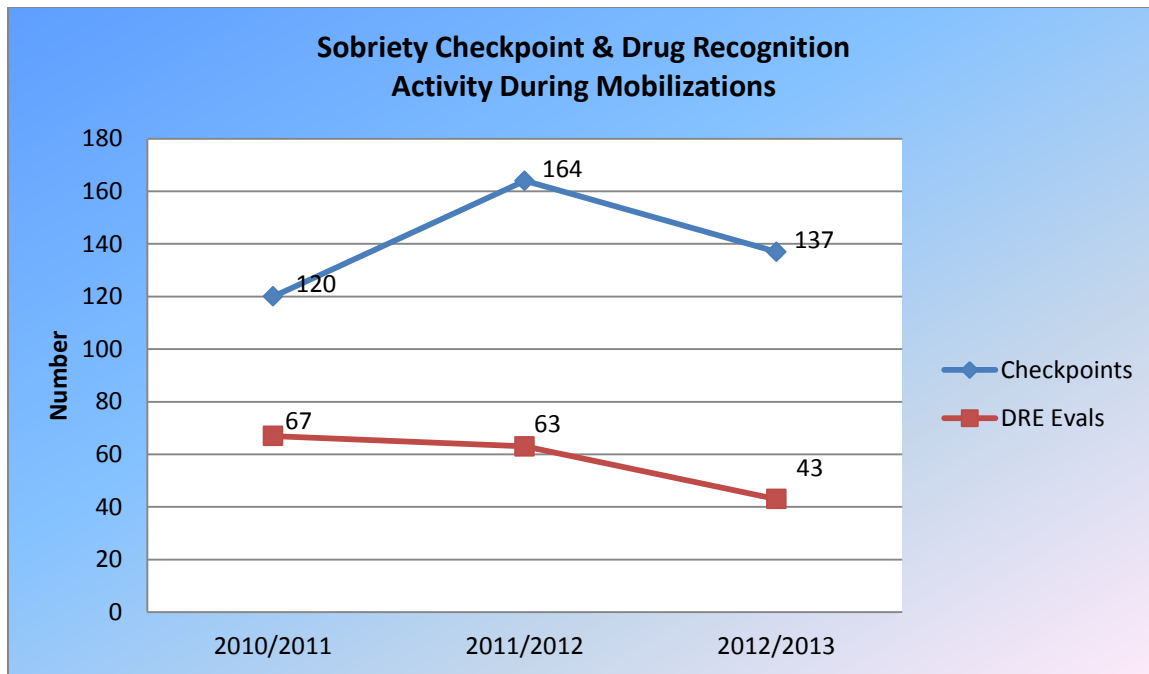




Although law enforcement participation increased, the number of hours worked decreased in 2012 due to Hurricane Isaac which hit the southern gulf coast in late August of 2012. Missouri received a lot of rain which impacted enforcement efforts.



The number of DWI arrests decreased in 2012 due to Hurricane Isaac which hit the southern gulf coast in late August of 2012. Missouri received a lot of rain which impacted enforcement efforts.



The number of sobriety checkpoints and activity by the drug recognition experts decreased in 2012 due to Hurricane Isaac which hit the southern gulf coast in late August of 2012. Missouri received a lot of rain which impacted enforcement efforts.

The Division of Traffic and Highway Safety currently contracts with city, county and state law enforcement agencies that provide year round DWI enforcement activities in the major metropolitan areas of the state that include Jackson, St. Louis, St. Charles, Franklin, Jefferson, Greene, Boone Counties and the Cities of Columbia, Joplin, Springfield, Jefferson City and St. Louis. In addition, the division funds seven DWI units in counties of Greene, Boone, Jackson, Franklin, and Jefferson and the cities of Joplin and Columbia. The division also funds a traffic unit in St. Louis County and a traffic officer in Creve Coeur and Platte County.

Manpower is always a challenge in focusing law enforcement efforts to a specific area such as DWI enforcement. Some jurisdictions are working together to combat the issue of manpower. There are a number of DWI task forces in the state that work together conducting sobriety checkpoints and/or DWI saturation patrols. Those include but are not limited to: Southwest Missouri (Jasper, Newton, Lawrence, Barry, McDonald and Vernon counties); Jackson County; Clay/Platte Counties; Cass County; Northwest Missouri (Buchanan, Andrew, Holt, Atchison, Nodaway, Worth, Gentry, DeKalb and Clinton counties); Boone County; Howell County; Ozark Region (Greene, Christian, Taney, Stone, Webster and Polk counties); St. Charles County; and St. Louis County.

Missouri has established a Standardized Field Sobriety Testing/Drug Recognition Expert Advisory Board that is chaired by a member of the Missouri State Highway Patrol. The function of the Advisory Board is to provide guidance and recommendations to the State's SFST/DRE coordinator. In addition, members of the Advisory Board provide regional coordination of the SFST and DRE programs. The

Advisory Board has established state guidelines for the SFST program and oversees the DRE program guidelines set forth by NHTSA and the International Association of Chiefs of Police.

Missouri currently has a Sobriety Checkpoint Manual available to law enforcement agencies that includes information on legal aspects, guidelines, media, SFST and courtroom communications. In addition, Sobriety Checkpoint Supervisor Training is required to receive grant funding for sobriety checkpoint operations and is offered free of charge to law enforcement agencies in the state. Members of the DRE/SFST Advisory Board work to keep the training and manual up-to-date revising as needed.

Strategies to Enhance High Visibility Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts
2. Increase the number of sobriety checkpoints
3. Increase participation of officers certified as drug recognition experts in overtime enforcement and checkpoint efforts
4. Continue utilization of specialized DWI units
5. Increase the number of officers who are trained on the detection of drivers impaired by drugs other than alcohol through Advanced Roadside Impaired Driving Education and Drug Recognition and Evaluation training
6. Continue to offer training to officers in the proper administration of Standardized Field Sobriety Tests
7. Increase the number of multi-jurisdictional task forces or working groups that coordinate efforts among state, county and municipal agencies
8. Continue to train officers in the proper operation of sobriety checkpoints
9. Increase the number of law enforcement agencies conducting checkpoints and incorporate them into their high visibility enforcement plan
10. Continue to investigate the utilization of the law enforcement phlebotomy program

➤ **Publicizing High Visibility Enforcement:**

Missouri publicizes its high visibility enforcement efforts through paid and earned media and uses messages consistent with national campaigns. Missouri participates in each of the national crackdowns on impaired driving and encourages all law enforcement agencies to increase their impaired driving efforts during these times. Missouri will continue these efforts and incorporate high visibility enforcement into its comprehensive communication plan as described above in the Program Management and Strategic Planning Section.

Paid media will continue to be the key component in reaching our target audience and creating the perception that enforcement is at an all-time high level. Press releases, radio interviews, press conferences and media interviews notifying the public of the **“Drive Sober or Get Pulled Over”** effort and will continue to be paramount in pushing the message to motorists who may be contemplating drinking and driving. With continued message saturation coupled with high-visibility enforcement, the motoring public will be bombarded with the message that drinking and driving is a lethal combination.

When enforcement activities are being conducted, the Traffic and Highway Safety grant funded agencies are strongly encouraged to provide press releases to their local media indicating the upcoming events with the tag line of **“Drive Sober or Get Pulled Over.”** They also send a news release after the activity to release results.

MoDOT’s Community Relations Division will continue to document all radio and television interviews, log the number of press conferences and maintain files of articles printed in newspapers. Newspaper articles will be tracked through a clipping service.

Missouri currently has budgeted \$475,000 for statewide paid media coverage in the impaired driving program area. These funds will be used to support impaired driving enforcement efforts during the August 2013 crackdown and to sustain media efforts for four quarterly impaired driving efforts from December 2013 through July 2014. In addition, the MCRS PI&E Subcommittee contributes \$75,000 to the youth alcohol campaign held in May of each year. This provides a combined total of \$550,000 for the statewide paid media effort that supports the high visibility enforcement efforts.

MoDOT’s Division of Traffic and Highway Safety currently has a contract with a media-purchasing firm that will purchase advertising utilizing current industry ratings to select the appropriate media outlets to reach the demographic and achieve a high level of gross rating points.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and on line) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter and Instagram.

Through specific advertising the targeted audience is reached in various ways.

- Targeted geography through a high fatality/population county map allows more ad placements where the accidents are happening most frequently.
- “Indoor Domination” places ads in restrooms and on table drink coasters at hundreds of bars and restaurants across Missouri. This reaches people when they’re out and encourages them to find a safe ride home.
- Convenience store takeover and frozen billboards allow for better summer advertising for those seeking a quick stop for alcohol (advertisements as window clings on beer coolers and outdoor advertisements as wraps on ice chests), as well as pump topper ads and pump videos where available.
- Targeted on-line advertisements maximize awareness of impaired driving enforcement efforts by selecting targeted media placements to reach potential impaired drivers.

- Hashtag tracking allows for better reporting measures on target audience reached. Hashtags used include #ArriveAlive #saveMOLives #drivesoberMO.

The Show Me My Buzz BAC calculator smartphone app was modified from Colorado DOT to use to educate Missourians about the dangers of impaired driving. The app will calculate a person's estimated BAC, advise the person not to drive if they've had anything to drink and connect him/her to the nearest taxi.

Paid and earned media will publicize law enforcement activities before, during and after they take place, both during the national campaign and on a sustained basis at sobriety checkpoints and other high risk times throughout the year. Paid and earned media efforts for the current fiscal year will be continued and include:

- Press releases and events on the dangers of impaired driving
- Releases on enforcement activity
- Department-generated releases on checkpoints and DWI saturation patrols
- Quarterly checkpoints and saturation patrols are planned, and at least one week of paid advertising will complement the effort
- Releases on results of checkpoints and DWI saturation patrols
- Halloween press release on the dangers of impaired driving
- Special Thanksgiving press release warning public of holiday crash potential
- Special Christmas press release warning public of holiday crash potential
- Special New Year's Eve press release warning public of holiday crash potential
- Super Bowl party press releases notifying the public of DWI patrols around Super Bowl weekend
- St. Patrick's Day DWI enforcement press release
- Graduation season DWI enforcement press release
- July 4th holiday DWI enforcement press release
- Posters distributed statewide warning against impaired driving
- Internet banner ads, both purchased and as added value, on web sites that appeal to those most likely to drive impaired
- All creative material for the campaigns placed on saveMOLives.com for partners to access

MoDOT's Customer Relations department began tracking campaign costs and impressions during the second quarter of 2012. Specific campaign tracking indicates that the campaigns are performing very well in reaching our target audience. We will continue to track these numbers and make adjustments as necessary to maximize the advertising potential in reaching the target audience.

Strategies to Enhance Publicity of High Visibility Enforcement Efforts:

1. Continuing media support of quarterly and annual impaired driving efforts
2. Improving the timing of dynamic message signs for national and state mobilizations
3. Work more closely with MCRS regional coalitions to promote high visibility efforts

➤ **Prosecution:**

Missouri has a Traffic Safety Resource Prosecutor who provides training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, the TSRP serves as a liaison with relevant committees, task forces and victim advocacy groups.

Strategies in the Area of Prosecution:

1. Develop impaired driving curriculums for law enforcement, prosecutors and judges
2. Develop an internet based forum where interested parties can discuss impaired driving issues
3. Develop on demand, web-based training and social media on specific topics related to the investigation and prosecution of impaired driving offenses that is accessible to law enforcement officers and prosecutors
4. Continue to seek opportunities to give presentations at various conferences where prosecutors, judges and other court personnel are in attendance
5. Expand training and the use of electronic search warrant processes
6. Require prosecutors to timely enter decisions involving impaired driving offense charges in the statewide repository

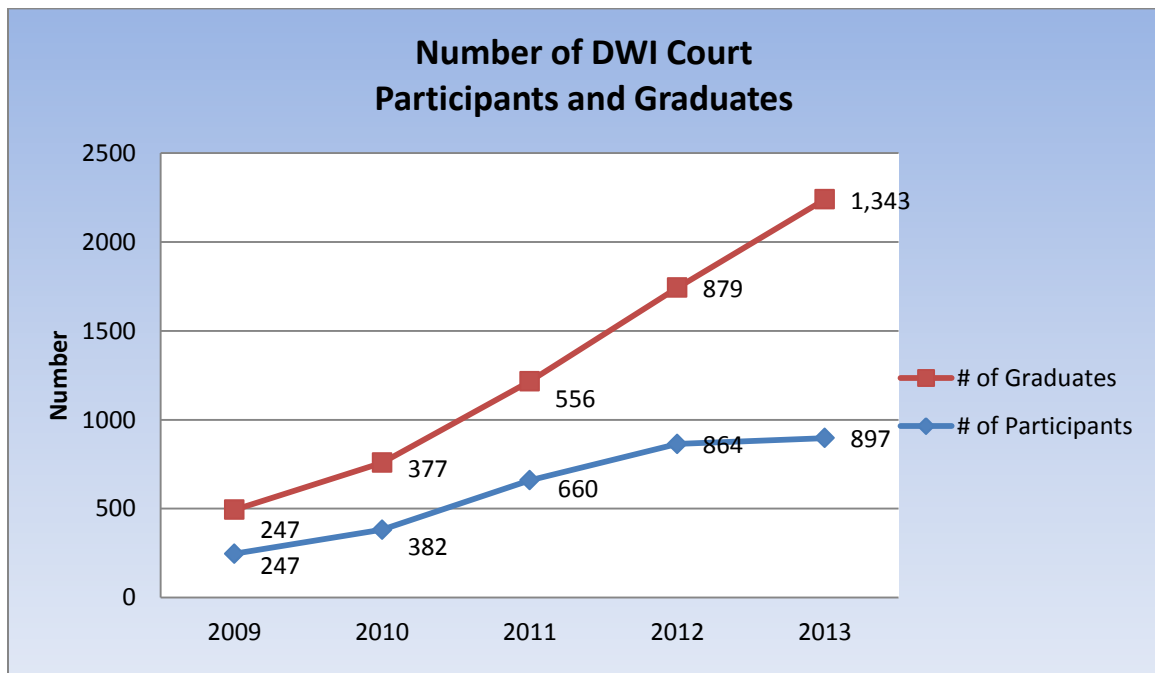
➤ **Adjudication:**

Missouri strives to impose effective, appropriate and research-based sanctions on DWI offenders. Missouri has a system of graduated penalties and civil sanctions based on the number of prior offenses committed and blood alcohol concentration. For example, section 577.023, RSMo, imposes different criminal penalties for prior, persistent, aggravated and chronic impaired driving offenders. Driving while intoxicated is a class B misdemeanor for a first offender and can become a class B felony for repeat offenders. Also, sections 577.010 and 577.012, RSMo, allow for enhanced penalties to be imposed for offenders with blood alcohol concentrations at or above .15 and .20.

There are two areas of particular interest as they relate to adjudication in the state and they are court monitoring and DWI courts.

Court Monitoring: Court monitoring in the state is conducted by both paid and volunteer staff with MADD. The goal of the court-monitoring program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants, and offer solutions. The MADD Missouri Court Monitoring project focuses on and monitors the counties with a conviction rate at or below 23 percent on Highway Patrol arrests which is an increase in 1.5 percent in previous years. MADD Missouri State utilizes the court monitoring training kit developed by MADD National to train volunteers how to monitor courts, relevant case information, and collect public record data. The kit consists of a CD-ROM, video, how-to manual, notebook, and forms.

DWI Courts: In 2010 the General Assembly passed legislation which reformed Missouri's DWI laws in an effort to reduce drunk driving. This statute (478.007 RSMo) authorized circuit courts to establish DWI courts and allowed DWI Court judges to grant participants and graduates a limited driving privilege (LDP). Since 2010 there has been an overwhelming response to the legislation with an increase of more than 169 percent in the DWI court population. Like drug courts, DWI courts effectively divert offenders from the state prison system and reduce recidivism among repeat and high-BAC offenders. This is accomplished by increased supervision with all criminal justice stakeholders along with mandated treatment to systematically instill long-term behavior change, reduce the incidence of DWIs and alcohol-related traffic fatalities.



As a result of the legislative changes, the Supreme Court of Missouri adopted Court Operating Rule (COR) 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a plan of operation to the Drug Courts Coordinating Commission (DCCC) for approval.

In addition, the DCCC requested a set of DWI court program guidelines be developed for incorporation in individual plans of operation. The Missouri DWI Court Guidelines were subsequently created by a DWI Court Workgroup. Members of the workgroup are represented by: MODOT's Traffic and Highway Safety Division, Missouri Division of Probation and Parole, Missouri Department of Revenue, MADD, Missouri Department of Mental Health, Missouri Department of Public Safety, Missouri Safety Center, DWI court judges, DWI court administrators and the Supreme Court Committee on Alternative Treatment Courts (ATCC).

A requirement for DWI court team training was included in these guidelines. As of January 1, 2011, each court is required to attend three-day DWI court training before a plan of operation will be approved to grant LDPs. The DWI court training includes over 18 hours of instruction and six breakout sessions for each team to work on individual policy and procedure manuals and the Plan of Operation for their DWI court. In response to the guidelines, the National Center for DWI Courts (NCDC) and NHTSA agreed to provide DWI court training in Missouri. There have been 36 teams that participated in the training with 320 DWI court team members in attendance. The three-day training is also available through the Office of State Courts Administrator's Judicial Education Web Learning System (JEWELS) for any new team member who joins an existing DWI court team.

There are currently 18 stand-alone DWI court programs that all have an approved plan of operation for granting LDPs. In addition, there are another 38 counties with hybrid drug/DWI court programs that also have an approved plan of operation for granting LDPs. As of May 1, 2013, those courts have issued 457 LDPs.

DWI Court Ordered Limited Driving Privileges

	Number Issued	Number Revoked	Number Suspended
As of December 31, 2009	0	0	0
As of December 31, 2010	38	0	0
As of December 31, 2011	218	15	26

Since 2010, MODOT's Division of Traffic and Highway Safety has provided grant funding for the expansion of DWI courts for supervision, electronic monitoring, alcohol and drug testing and education services. DWI court expansion has been focused on counties with the highest incidence of fatal injury crashes and have included the following judicial circuits: 6th (Platte County), 12th (Audrain, Montgomery and Warren counties), 13th (Boone and Callaway County) , 17th (Cass County), 19th (Cole County), 20th (Franklin, Gasconade and Osage counties), 21st (St. Louis County), 31st (Greene County), 36th (Butler and Ripley County) and the 40th (McDonald and Newton counties).

The Greene County DWI court in Springfield, Missouri became operational in 2004 and serves as a DWI Academy Court. Greene County is recognized nationally by NCDC as using exemplary practices, serving as a model training court for newly created DWI court programs and serves as a research

platform for the development, identification and testing of improved DWI court practices. The presiding judge is Commissioner Peggy Davis.

The Missouri Office of State Courts Administrator's Office has been studying treatment court recidivism by following all participants who exited treatment court from October 1, 2008 through September 30, 2009. Recidivism is defined as any plea or finding of guilt for a new criminal case (felony or misdemeanor) filed after the end of the treatment court case. New cases where the actual criminal charge occurred before the start of the treatment court case are not counted as recidivism. The time to recidivate is based on the filing initiation date of the new criminal case. Data was extracted August 29, 2013.

Recidivism Rate for DWI Court Programs (105 Participants)

	Graduates (82)	Terminations (23)	Overall (105)
September 30, 2009 – no data available			
September 30, 2010 (within 12 months of exiting the program)	1.2%	21.7%	5.7%
September 30, 2011 (within 24 months of exiting the program)	3.7%	26.1%	8.6%

Strategies in the Area of Adjudication:

1. Increase the number of DWI courts in the state and ensure that all courts are following the Ten Guiding Principles of DWI Courts established by NCDIC and the National Drug Court Institute (NDCI)
2. Offer presentations on DWI courts, standardized field sobriety testing, the drug evaluation and classification program, alternative sanctions and emerging technologies at the judicial conference, the prosecutor's conference and the Missouri Bar conference
3. Pursue efforts to increase the focus on high BAC first offenders including DWI court participation under existing statutes or laws
4. Encourage courts to order ignition interlock requirements for first time offenders under current law
5. Maintain evidence-based treatment and sanctions for first offenders, repeat offenders, minor offenders and high BAC offenders
6. Continue to educate the courts, prosecutors and judges on evidence-based practices

➤ **Administrative Sanctions and Driver Licensing Programs:**

Missouri uses administrative sanctions, including license revocation and suspension and ignition interlock devices, to prevent repeat impaired driving offenses.

Administrative License Revocation and Vehicle Sanctions: Missouri statutes authorize the imposition of administrative penalties by the Department of Revenue upon arrest for violations of the state's impaired driving laws. These include a license suspension or revocation if a person is arrested for driving while intoxicated and has a BAC of .08 or above, or .02 or above for offenders under 21 years of age; a license suspension, revocation or denial imposed after a conviction for an impaired driving offense for alcohol or drugs; and a license revocation for refusing to submit to a chemical test. In some cases, drivers are required to install an ignition interlock device on vehicles they operate as a condition of license reinstatement, restricted or limited driving privileges.

Programs: The Missouri Department of Revenue has implemented programs to reinforce and complement the state's overall program to deter and prevent impaired driving, including graduated driver licensing for novice drivers. Missouri also has procedures in place to ensure the security of its driver licenses (and non-driver licenses for minors) to prevent people from fraudulently obtaining a license or using an altered license. The Department also conducts annual training for law enforcement officers on impaired driving issues.

Strategies in the Area of Administrative Sanctions and Driver Licensing Programs:

1. Continue outreach efforts to courts regarding their duty to forward information on final disposition for impaired driving offenses and ignition interlock device orders to the Department of Revenue in a timely fashion to ensure that driving records are accurate and complete
2. Continue to offer annual law enforcement seminars on impaired driving issues
3. Conduct a future summit focusing on suspended and revoked driver issues
4. Conduct outreach efforts to law enforcement agencies to increase timely submission of alcohol influence reports (AIR) to the Department of Revenue

IV. Communication Program:

Missouri implements a statewide comprehensive communication plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and quarterly high visibility enforcement efforts. Specific statewide communication goals and plans are discussed in the Publicizing High Visibility Enforcement section on page 22.

Each year the Missouri Department of Transportation conducts a Highway Safety Drivers Survey. The research project surveyed 2,510 adult Missouri drivers in March 2013 to capture their current attitudes and awareness of specific highway safety concerns such as seat belt usage, speeding, cell phone use while driving and impaired driving. Results are presented for the entire state and for each of the districts.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from all of Missouri's counties as well as the independent city of St. Louis. Residents from 674 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the call center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

In addition to the survey findings listed below, researchers also found that those most likely to drive under the influence of alcohol were males 50 to 64 years of age and older. Men were much more likely to drive after drinking than women. As was the case in 2012, men 18 to 29 stated they drove after drinking less than the other male segments, but this group was still more likely to drive under the influence than women 30 to 39 (the female age range most likely to drink and drive). Drivers of pickup trucks were more likely to drive under the influence than drivers of other vehicles followed by drivers of SUVs/crossovers. In a change from the previous year, drivers of other types of trucks were the least likely to drive after drinking. While awareness of DWI enforcement was not correlated with stated behavior, the expectation of being ticketed reduced the likelihood of driving under the influence similar to the results in 2011. Three of the 15 questions asked during the survey are about impaired driving. Results from those three questions are listed below:

- ***Question: In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?***

The survey indicates 87.3 percent of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is significantly lower than the 2012 measurement, with most of the change coming from an increase in the number of people who refused to answer this question. 7.2 percent of Missouri drivers admitted to having done so at least once in the last sixty days, including a few who stated they did so every day. Another 5.5 percent refused to answer the question.

Researchers usually hesitate to draw conclusions from refusals, but after considering the implications for self-incrimination and the impressions of the survey operators, researchers concluded that approximately 12.7 percent of Missouri drivers have driven under the influence of alcohol in the last sixty days.

Out of those who admitted to drinking before driving, the average driver did so about four times in the last sixty days (average of 3.6 times). This is the lowest average recorded in the

last four years. It compares to an average of 5.5 times in 2012, 6.2 times in 2011 and an average of 5.2 times in 2010.

- **Question: In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?**

Approximately half (52 percent) of Missouri drivers were aware of recent publicity regarding DWI enforcement. This was statistically similar to the findings of the previous three years. The timing of this survey made these results intriguing. In the past, this survey has been conducted in the summer (typically in June). This year the survey was conducted in March while the Coalition was conducting a “Buzzed Driving is Drunk Driving” campaign using St. Patrick themed posters, mirror clings, and coasters in Missouri restaurants and bars.

- **Question: What do you think the chances are of someone getting arrested if they drive after drinking?**

The survey indicates 72.2 percent of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of the last three measurements.

Strategies in the Area of Communication:

1. Continue to implement Missouri’s statewide comprehensive communications plan to educate the public regarding the problems of impaired driving and underage drinking
2. Work with the MCRS Public Information and Education Subcommittee to increase marketing to minority segments of the population
3. Utilize research to identify high-risk and over-represented groups
4. Utilize focus groups in the development of campaign materials, whenever possible

V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

Impaired driving is frequently an indicator of a serious alcohol or substance abuse problem, which underlies the importance to assess impaired driving offenders for a substance use disorder and implement early treatment interventions. Often, the impaired driving behavior can be eliminated if the substance use disorder is recognized and treated in its early stages. Missouri has implemented a system to identify, intervene and refer individuals for appropriate treatment.

The Department of Mental Health, Division of Behavioral Health, certifies agencies to provide services to individuals who have had an alcohol or drug related traffic offense. The Substance Abuse Traffic Offenders' Program (SATOP) serves more than 30,000 DWI offenders annually who are referred as a result of an administrative suspension or revocation of their driver license, court order, condition of probation, or plea bargain. SATOP is, by law, a required element in driver license reinstatement by the Department of Revenue.

All SATOP consumers enter the system via an Offender Management Unit. Consumers receive a comprehensive assessment where a review of their driving record, breath alcohol concentration (BAC) at the time of their arrest, computer-interpreted assessment, and an interview with a Qualified Substance Abuse Professional is conducted. Based upon the information gathered during the assessment a referral is made to one of several types of SATOP service levels ranging from a ten-hour educational program to an intensive 75-hour (minimum 90-day) treatment program.

SATOP Service Levels

Offender Education Program (OEP) – Intended for low risk first time offenders

A 10-hour education course designed primarily for lower risk, first-time offenders in understanding the choices they made that led to their intoxication and arrest. Education is the key to helping first-time offenders take responsibility for their actions.

Adolescent Diversion Education Program (ADEP)

A 10-hour education program designed for individuals under the age of 21 who have been arrested or cited for alcohol/other drug-related offenses, such as Minor in Possession, Abuse and Lose, or Zero-Tolerance. The mission of ADEP is to reduce alcohol and other drug-related deaths and injuries by educating young offenders about the risks and consequences of alcohol and other drug use and abuse.

Weekend Intervention Program (WIP) – Intended for low risk first time minor offenders (Abuse/Lose, Minor in Possession, or Zero Tolerance offenses)

A level of service designed primarily for repeat offenders or "high risk" first-time offenders using intensive education and counseling intervention methods throughout a marathon weekend (48 continuous hours) of structured activities. Activities are designed to encourage offenders to confront their harmful behavior and take responsibility for their lives.

Clinical Intervention Program (CIP) – Intended for high-risk persistent offenders with a mild to moderate substance use disorder

A level of outpatient treatment service consisting of intensive outpatient counseling based on the needs of the persistent or "high risk" offender. Each offender participates in 50 total hours of treatment activity consisting of 10 hours of individual counseling, 20 hours of group counseling, and 20 hours of group education at a certified treatment facility. Ten hours of the required 50 hours must specifically address DWI/DUI issues.

Youth Clinical Intervention Program (YCIP) – Intended for high-risk persistent minor offenders with a mild to moderate substance use disorder



The Youth Clinical Intervention Program (YCIP) is a 25-hour program available for minors who are identified as “high risk.”

Serious and Repeat Offender Program (SROP) – Intended for serious and repeat offenders – high risk and high need offenders

This level is a comprehensive array of substance use disorder treatment services that is individualized to address the specific and unique needs of repeat offenders. The requirement to successfully complete an SROP is a minimum of 75 hours of treatment in no less than 90 days.

DWI offenders bear the costs of SATOP. These costs include a \$126 assessment screening fee and a \$249 supplemental fee, which is deposited into the Mental Health Earnings Fund. This fund is used by the Department of Mental Health to supplement the cost of treatment services for repeat offenders. A network of nearly 60 agencies with approximately 200 sites provides various levels and types of services locally.

Number Served In SATOP

SATOP	FY 2009	FY 2010	FY 2011	FY 2012	FY 10-11 Variance	FY 11-12 Variance
	27,734	26,508	22,158	23,463	 -4,350	 1,305

Demographics of SATOP Treatment Participants for 2012 (Does not include those referred to education only)

Gender				Age			
Male		Female		Adolescent < 18		Adult > 18	
#	%	#	%	#	%	#	%
8,019	75.4%	2,618	24.6%	26	0.2%	10,612	99.8%

Race/Ethnicity											
Caucasian		African-American		Hispanic		Native American		Asian Pacific		Other	
#	%	#	%	#	%	#	%	#	%	#	%
9,408	88.4%	725	6.8%	282	2.7%	26	0.2%	51	0.5%	146	1.4%

In an effort to meet the evolving challenges related to the occurrence of impaired driving across the state, the SATOP frequently conducts an analysis of its programs and incorporates efforts to enhance treatment services. As an example, a workgroup is being established that is comprised of key stakeholders to conduct an analysis of the program, to determine its effectiveness in meeting the needs of the impaired drivers, and develop recommendations to enhance the program. This group consists of judges, DWI court personnel, administrators of SATOP programs, probation and parole personnel, and SATOP program staff. Areas of focus will include the assessment process, best practices in education and therapeutic interventions, and an analysis of impaired driving programs nationally; all with the goal of reducing impaired driving recidivism rates.

As with the management of any chronic disease, early identification of a substance use disorder is critical to reduce the potential for impaired driving. Missouri is a national leader in initiating and implementing health care homes. Health care homes provide the opportunity for screening and treatment of substance use disorders. Services are provided through federally qualified health centers that provide a comprehensive “whole person” approach which includes health and education awareness, preventive and primary care services, in addition to addressing the behavioral healthcare needs of individuals, primarily via referral to specialty treatment providers.

Strategies in the Area of Treatment and Rehabilitation:

1. Continue to expand the health care coordination of individuals with substance use disorders through local community mental health centers and specialty substance use treatment programs
2. Continue efforts with the SATOP workgroup to improve programs and reduce recidivism rates among offenders entered in the program
3. Revise and update the Driver Risk Inventory II as an assessment screening tool to ensure appropriate placement criteria of offenders
4. Expand access to medication assisted treatment through the State’s contracted SATOP providers
5. Continue to expand the partnership with the DWI courts statewide to provide access to the Serious and Repeat Offender Program for persistent offenders
6. Transition the Serious and Repeat Offender programs across the State to Community Substance Abuse and Rehabilitation (CSTAR) to better utilize funding resources and increase access to treatment services for those individuals needing substance use treatment
7. Provide contracted SATOP providers training opportunities to enhance treatment practices and understanding of co-occurring disorders

➤ **Monitoring Impaired Drivers:**

Missouri closely monitors impaired drivers to ensure that appropriate services are made available and utilized through its driver licensing, judicial, corrections and treatment systems. As discussed above, offenders who plead guilty or are found guilty of certain offenses are required to take part in SATOP. If a person's license has been revoked or suspended after an arrest for an impaired driving offense, they are also required to participate in SATOP. Both of these requirements are set out in statute. Serious or repeat offenders receive more comprehensive services through DWI court programs.

DWI Court programs offer the highest degree of monitoring of high-risk DWI offenders and have proven to be successful in reducing recidivism rates of those offenders. More information on DWI Courts can be found in the Criminal Justice Section under Adjudication.

Another form of monitoring is through use of technology. Ignition interlock devices (IID) have been a requirement in the state of Missouri since 1995 for repeat offenders. The original ignition interlock law required courts to order the use of IIDs on any vehicle the offender operates. Since that time the Missouri General Assembly passed legislation in 2008 to also require IID use for a six month period when the offender applies for driver license reinstatement. Monitoring functions of ignition interlock use were only taking place if the offender was under court supervision, which in most cases they were not. However, during the 2013 legislative session a bill was passed that will now require offenders to be monitored for a six-month period. If the offender violates the IID during the required period of use, the IID requirement will be extended for an additional six months. Some repeat offenders will also be required to install an IID with photo identification and global positioning features prior to receiving a limited driving privilege or a court-ordered license reinstatement. Ignition interlock use will also be helpful with regard to court supervision for those offenders who are participating in DWI Court programs. Additionally, first- time offenders will have the option of installing an IID to obtain a restricted driving privilege (RDP) for the full 90-day suspension period. These offenders will be monitored during the RDP period and any violations will extend the IID requirement for an additional 30 days.

Strategies for Monitoring Impaired Drivers:

1. Strengthen ignition interlock requirements to require mandatory use for a minimum of 90 days for a first offender
2. Continue to educate treatment court teams on monitoring of ignition interlock reports
3. Develop and strengthen the monitoring of those offenders who have ignition interlock devices installed
4. Expand the availability of DWI or Treatment courts in the State

VI. Program Evaluation and Data

Missouri maintains comprehensive data regarding impaired driving offenders, impaired driving crashes and the injuries and fatalities resulting there from. We utilize data from multiple sources including the Fatality Analysis Reporting System, Crash Outcome Data Evaluation System, State Traffic Accident Record System, and the Transportation Management System, DWI Tracking System (DWITS), Missouri Driver License System, Justice Information System (JIS), among others, to support our impaired driving program. The State also has a Traffic Records Coordinating Committee (TRCC) to represent the interests of all stakeholders. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. The TRCC is working with courts on timely electronic reporting of convictions, updating the statewide accident reporting system, and working with local municipalities to do electronic reporting of crash reports.

The Missouri Department of Revenue also maintains a system of records that enables the state to identify impaired drivers, maintain a complete and accurate driving history of impaired drivers, receive timely and accurate arrest and conviction data from law enforcement agencies and the courts, and provides timely and accurate driver history records to law enforcement and the courts.

Although our current system of records is robust, improvements can be made in the collection and analysis of data. The specific goals and plans to improve data systems are described above in the Program Management and Strategic Planning section of this plan.

Strategies in the Area of Program Evaluation and Data:

1. Explore the development of standardized electronic reporting of the Alcohol Influence Report for law enforcement agencies for more timely submission to DOR and to the court system
2. Develop a single query to pull impaired driving arrests and disposition information from all available sources (licensing records, criminal history and DWITS)
3. Consolidate computer systems to minimize duplicate data entry
4. Expand the availability of mobile data terminals, portable computers, or tablet devices for use by officers at roadside

VII. Performance Measures and Benchmarks

This section focuses on performance measures and benchmarks for evaluating effectiveness of the strategies outlined in this plan.

Performance Measures:

- Number of fatalities and serious injuries involving an impaired driver
- Number of fatal and serious injury crashes involving an impaired driver
- Number of fatalities involving an alcohol-impaired driving with .08 BAC or greater
- Number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol)
- Number of fatalities involving impaired drivers under the age of 21
- Number of limited driving privileges issued by DWI courts
- Number of participants in DWI courts
- Number of graduates of DWI courts
- Graduation rates of DWI court participants
- Number of DWI cases heard in state court
- Number of law enforcement agencies and local prosecutors making entries in DWITS
- Percentage of breath alcohol test refusals
- Number of people attending SATOP classes by program type (including the serious and repeat offender program)
- Number of drugged driving arrests
- Number of convictions for DWI (1st, 2nd, 3rd offense, etc)
- Number of ignition interlock devices installed

Benchmarks:

Please note that benchmarks below are for Calendar Year 2011 and are based on information collected in state data systems unless otherwise noted

- Fatalities involving impaired (alcohol and/or drug) driver - 219
- Disabling injuries involving impaired (alcohol and/or drug) driver - 900
- Fatal crashes involving an impaired driver - 197
- Disabling injury crashes involving an impaired driver - 667
- Fatalities involving drivers with .08 BAC or greater - 258 (based FARS data)
- Fatalities involving drug impaired driver - 52
- Disabling injuries involving drug impaired driver - 158
- Fatalities involving impaired (alcohol and/or drug) driver less than 21 years of age - 35
- Disabling injuries involving impaired (alcohol and/or drug) driver less than 21 years of age - 129
- Fatalities involving drug impaired driver less than 21 years of age - 13
- Disabling injuries involving drug impaired driver less than 21 years of age – 29
- Number of limited driving privileges issued by DWI courts -218
- Number of participants in DWI courts – 479
- Number of graduates of DWI courts – 475
- Graduation rate of DWI court participants – 74.22%
- Percent of breath alcohol test refusals – 32%

- Number of people attending SATOP classes by program type (including the serious and repeat offender program) – see number of completions in table below

SATOP Programs	FY 2009	FY 2010	FY 2011	FY 2012
OEP	13,227	12,456	10,274	10,621
ADEP	1,570	1,409	802	802
WIP	8,357	7,297	5,628	5,587
CIP	4,517	5,181	5,057	5,011
YCIP	69	76	66	50
SROP	86	151	382	1,392

Note: Offenders may have entered in more than one SATOP program

- Number of ignition interlock devices installed – 7,299
- Number of DWI cases heard in state court – see Court Data section
- Number of convictions for DWI (1st, 2nd, 3rd offense, etc) – see Court Data section
- Number of drugged driving convictions – Court Data section

VIII. Conclusion

In adopting this strategic plan, Missouri hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing impaired driving fatalities by two percent annually.

COURT DATA

Associate Level							
	Filed	Disposed	Bound Over/Certified	By Jury	By Court	Guilty Plea	Total
First Offender							
FY 2009							
DWI Alcohol	13,053	12,417	297	7	57	10,829	10,893
DWI Drug	724	638	34	1	10	455	466
DWI Combined Alcohol/Drug	205	187	18	0	0	137	137
Excessive BAC	103	873	0	1	4	802	807
FY 2010							
DWI Alcohol	11,927	11,886	318	5	43	10,253	10,301
DWI Drug	750	715	63	0	7	498	505
DWI Combined Alcohol/Drug	220	190	15	0	3	136	139
Excessive BAC	53	698	0	0	0	681	681
FY 2011							
DWI Alcohol	11,420	11,059	244	3	37	9,600	9,640
DWI Drug	935	811	62	0	4	563	567
DWI Combined Alcohol/Drug	221	205	16	0	0	146	146
Excessive BAC	37	556	1	2	1	536	539
FY 2012							
DWI Alcohol	10,994	12,462	221	12	77	11,038	11,127
DWI Drug	902	974	79	0	5	715	720
DWI Combined Alcohol/Drug	225	203	17	0	2	152	154
Excessive BAC	40	513	1	2	2	495	499
FY 2013							
DWI Alcohol	10,727	11,799	198	9	45	10,471	10,525
DWI Drug	1,026	959	68	0	5	695	700
DWI Combined Alcohol/Drug	256	273	16	0	3	212	215
Excessive BAC	55	461	3	2	1	431	434

Prior Offender							
FY 2009							
DWI Alcohol	2,263	1,962	67	4	20	1,677	1,701
DWI Drug	63	45	2	0	0	29	29
DWI Combined Alcohol/Drug	38	30	2	0	1	21	22
Excessive BAC	8	149	1	0	1	144	145
FY 2010							
DWI Alcohol	2,061	2,073	62	3	13	1,768	1,784
DWI Drug	66	65	4	1	0	41	42
DWI Combined Alcohol/Drug	32	35	6	0	0	24	24
Excessive BAC	7	64	0	0	0	62	62
FY 2011							
DWI Alcohol	1,925	1,920	53	3	9	1,634	1,646
DWI Drug	73	70	6	0	0	47	47
DWI Combined Alcohol/Drug	35	31	5	0	0	17	17
Excessive BAC	1	10	0	0	0	9	9
FY 2012							
DWI Alcohol	1,861	2,410	87	5	18	2,114	2,137
DWI Drug	89	88	7	0	2	66	68
DWI Combined Alcohol/Drug	31	38	0	0	0	31	31
Excessive BAC	2	6	0	0	0	6	6
FY 2013							
DWI Alcohol	1,727	2,050	46	1	7	1,802	1,810
DWI Drug	78	82	6	0	3	65	68
DWI Combined Alcohol/Drug	31	42	1	0	1	35	36
Excessive BAC	9	11	0	0	0	7	7
Persistent Offender							
FY 2009							
DWI Alcohol	1,887	1,585	1,391	0	0	14	14
DWI Drug	58	45	39	0	0	0	0

DWI Combined Alcohol/Drug	61	94	86	0	0	0	0
Excessive BAC	6	7	6	0	0	0	0
FY 2010							
DWI Alcohol	2,124	1,831	1,684	0	0	11	11
DWI Drug	78	55	46	0	0	1	1
DWI Combined Alcohol/Drug	49	53	44	0	0	0	0
Excessive BAC	9	4	3	0	0	0	0
FY 2011							
DWI Alcohol	2,000	1,952	1,704	1	0	11	12
DWI Drug	67	68	58	0	0	1	1
DWI Combined Alcohol/Drug	36	46	37	0	0	0	0
Excessive BAC	2	5	3	0	0	0	0
FY 2012							
DWI Alcohol	2,095	1,945	1,723	0	0	25	25
DWI Drug	84	75	60	0	0	1	1
DWI Combined Alcohol/Drug	30	27	24	0	0	0	0
Excessive BAC	5	5	2	0	0	0	0
FY 2013							
DWI Alcohol	1,906	1,858	1,664	0	0	19	19
DWI Drug	91	69	53	0	0	0	0
DWI Combined Alcohol/Drug	27	32	23	0	0	0	0
Excessive BAC	7	5	4	0	0	0	0
Aggravated Offender							
FY 2009							
DWI Alcohol	679	674	591	0	0	1	1
DWI Drug	17	9	6	0	0	0	0
DWI Combined Alcohol/Drug	11	9	8	0	0	0	0
Excessive BAC	4	6	6	0	0	0	0

FY 2010							
DWI Alcohol	785	666	625	0	0	1	1
DWI Drug	25	22	18	0	0	0	0
DWI Combined Alcohol/Drug	18	20	20	0	0	0	0
Excessive BAC	4	4	4	0	0	0	0
FY 2011							
DWI Alcohol	858	798	699	0	0	3	3
DWI Drug	20	12	6	0	0	0	0
DWI Combined Alcohol/Drug	21	17	17	0	0	0	0
Excessive BAC	2	4	2	0	0	0	0
FY 2012							
DWI Alcohol	842	869	762	0	0	9	9
DWI Drug	20	31	28	0	0	0	0
DWI Combined Alcohol/Drug	16	15	10	0	0	3	3
Excessive BAC	1	2	2	0	0	0	0
FY 2013							
DWI Alcohol	772	792	710	0	0	7	7
DWI Drug	22	22	17	0	0	1	1
DWI Combined Alcohol/Drug	15	21	19	0	0	0	0
Excessive BAC	6	3	3	0	0	0	0
Chronic Offender							
FY 2009							
DWI Alcohol	410	376	322	0	0	0	0
DWI Drug	7	7	7	0	0	0	0
DWI Combined Alcohol/Drug	12	13	11	0	0	1	1
Excessive BAC	4	2	2	0	0	0	0
FY 2010							
DWI Alcohol	538	472	438	0	0	0	0
DWI Drug	6	3	3	0	0	0	0
DWI Combined Alcohol/Drug	14	9	8	0	0	0	0
Excessive BAC	4	1	1	0	0	0	0

FY 2011							
DWI Alcohol	578	573	493	0	0	0	0
DWI Drug	17	15	13	0	0	0	0
DWI Combined Alcohol/Drug	15	17	13	0	0	0	0
Excessive BAC	2	5	3	0	0	0	0
FY 2012							
DWI Alcohol	541	537	462	0	0	3	3
DWI Drug	10	15	11	0	0	0	0
DWI Combined Alcohol/Drug	12	11	10	0	0	0	0
Excessive BAC	1	1	0	0	0	0	0
FY 2013							
DWI Alcohol	491	542	461	0	0	0	0
DWI Drug	14	12	8	0	0	0	0
DWI Combined Alcohol/Drug	11	8	8	0	0	0	0
Excessive BAC	0	0	0	0	0	0	0

Circuit Level

	Filed	Disposed	By Jury	By Court	Guilty Plea	Total
First Offender						
FY 2009						
DWI Alcohol	523	697	7	4	556	567
DWI Drug	60	51	0	0	38	38
DWI Combined Alcohol/Drug	29	33	0	0	25	25
Excessive BAC	9	26	0	0	24	24
FY 2010						
DWI Alcohol	603	659	7	1	519	527
DWI Drug	108	111	0	0	67	67
DWI Combined Alcohol/Drug	22	23	1	0	18	19
Excessive BAC	32	28	0	0	27	27

FY 2011						
DWI Alcohol	379	565	4	6	442	452
DWI Drug	105	104	0	0	71	71
DWI Combined Alcohol/Drug	24	27	0	0	21	21
Excessive BAC	1	24	0	0	21	21
FY 2012						
DWI Alcohol	334	515	4	2	432	438
DWI Drug	111	117	0	0	86	86
DWI Combined Alcohol/Drug	22	28	0	0	20	20
Excessive BAC	2	7	0	0	6	6
FY 2013						
DWI Alcohol	298	560	1	1	464	466
DWI Drug	115	115	0	0	90	90
DWI Combined Alcohol/Drug	22	22	0	0	14	14
Excessive BAC	2	6	0	0	4	4
Prior Offender						
FY 2009						
DWI Alcohol	100	238	1	1	204	206
DWI Drug	9	9	0	0	7	7
DWI Combined Alcohol/Drug	3	13	0	0	11	11
Excessive BAC	2	7	0	0	6	6
FY 2010						
DWI Alcohol	93	149	2	0	126	128
DWI Drug	7	9	0	0	9	9
DWI Combined Alcohol/Drug	6	6	0	0	6	6
Excessive BAC	1	6	0	0	5	5
FY 2011						
DWI Alcohol	83	174	0	0	158	158
DWI Drug	6	10	0	1	9	10
DWI Combined Alcohol/Drug	4	6	0	0	6	6

Excessive BAC	1	3	0	0	2	2
FY 2012						
DWI Alcohol	95	167	1	1	146	148
DWI Drug	10	10	0	0	9	9
DWI Combined Alcohol/Drug	2	6	0	0	4	4
Excessive BAC	0	4	0	0	3	3
FY 2013						
DWI Alcohol	64	216	1	0	201	202
DWI Drug	9	14	0	0	11	11
DWI Combined Alcohol/Drug	4	4	0	0	2	2
Excessive BAC	0	0	0	0	0	0
Persistent Offender						
FY 2009						
DWI Alcohol	1,544	1,400	8	4	1,258	1,270
DWI Drug	46	36	1	0	30	31
DWI Combined Alcohol/Drug	112	105	2	0	93	95
Excessive BAC	6	7	0	0	4	4
FY 2010						
DWI Alcohol	1,779	1,567	4	11	1,394	1,409
DWI Drug	50	58	0	0	50	50
DWI Combined Alcohol/Drug	53	59	2	0	47	49
Excessive BAC	2	2	0	0	2	2
FY 2011						
DWI Alcohol	1,776	1,749	4	11	1,552	1,567
DWI Drug	62	53	0	0	45	45
DWI Combined Alcohol/Drug	43	44	0	0	34	34
Excessive BAC	2	3	0	0	3	3
FY 2012						
DWI Alcohol	1,805	2,074	6	6	1,898	1,910
DWI Drug	63	85	0	0	82	82

DWI Combined Alcohol/Drug	29	39	0	0	32	32
Excessive BAC	3	1	0	0	0	0
FY 2013						
DWI Alcohol	1,877	1,945	7	9	1,772	1,788
DWI Drug	67	66	0	0	54	54
DWI Combined Alcohol/Drug	27	37	1	0	33	34
Excessive BAC	5	5	0	0	5	5
Aggravated Offender						
FY 2009						
DWI Alcohol	685	653	7	1	593	601
DWI Drug	11	14	0	1	10	11
DWI Combined Alcohol/Drug	6	17	0	0	17	17
Excessive BAC	4	6	0	0	3	3
FY 2010						
DWI Alcohol	682	721	4	2	664	670
DWI Drug	20	16	0	0	15	15
DWI Combined Alcohol/Drug	22	21	0	0	21	21
Excessive BAC	5	6	0	0	3	3
FY 2011						
DWI Alcohol	761	818	2	2	758	762
DWI Drug	10	20	0	0	20	20
DWI Combined Alcohol/Drug	18	14	0	0	13	13
Excessive BAC	2	4	0	0	3	3
FY 2012						
DWI Alcohol	772	1,128	4	3	1,052	1,059
DWI Drug	33	36	0	0	30	30
DWI Combined Alcohol/Drug	10	24	0	0	20	20
Excessive BAC	1	0	0	0	0	0
FY 2013						
DWI Alcohol	824	1,032	8	4	958	970

DWI Drug	24	23	0	0	18	18
DWI Combined Alcohol/Drug	22	17	0	0	16	16
Excessive BAC	4	7	0	0	6	6
Chronic Offender						
FY 2009						
DWI Alcohol	372	230	8	1	176	185
DWI Drug	6	5	1	0	3	4
DWI Combined Alcohol/Drug	13	8	0	0	7	7
Excessive BAC	3	3	0	0	0	0
FY 2010						
DWI Alcohol	442	207	2	1	177	180
DWI Drug	4	1	0	0	1	1
DWI Combined Alcohol/Drug	8	7	0	0	5	5
Excessive BAC	1	1	0	0	0	0
FY 2011						
DWI Alcohol	400	272	8	1	214	223
DWI Drug	9	4	0	0	3	3
DWI Combined Alcohol/Drug	5	6	0	0	5	5
Excessive BAC	2	1	0	0	0	0
FY 2012						
DWI Alcohol	335	240	6	2	195	203
DWI Drug	4	2	0	0	2	2
DWI Combined Alcohol/Drug	9	7	0	0	5	5
Excessive BAC	2	2	0	0	0	0
FY 2013						
DWI Alcohol	552	286	8	5	219	232
DWI Drug	13	6	0	1	4	5
DWI Combined Alcohol/Drug	9	4	0	0	2	2
Excessive BAC	0	0	0	0	0	0

Municipal Level (Please note that not all municipal court data is captured here)

	Filed	Disposed	Bound Over/Certified	By Jury	By Court	Guilty Plea	Total
First Offender							
FY 2009							
DWI Alcohol	1,045	428	1	0	4	303	307
DWI Drug	35	14	0	0	0	6	6
DWI Combined Alcohol/Drug	6	0	0	0	0	0	0
Excessive BAC	5	64	0	0	0	64	64
FY 2010							
DWI Alcohol	563	426	15	1	3	310	314
DWI Drug	17	10	0	0	0	5	5
DWI Combined Alcohol/Drug	4	3	0	0	0	3	3
Excessive BAC	7	51	0	0	0	51	51
FY 2011							
DWI Alcohol	505	1,236	11	1	4	965	970
DWI Drug	13	67	0	0	1	46	47
DWI Combined Alcohol/Drug	3	9	0	0	0	7	7
Excessive BAC	0	83	0	0	0	81	81
FY 2012							
DWI Alcohol	586	495	1	0	3	394	397
DWI Drug	14	20	0	0	0	12	12
DWI Combined Alcohol/Drug	2	3	0	0	0	1	1
Excessive BAC	3	41	0	0	0	41	41
FY 2013							
DWI Alcohol	569	573	0	1	8	374	383
DWI Drug	29	11	0	0	0	5	5
DWI Combined Alcohol/Drug	9	16	0	0	0	4	4
Excessive BAC	5	42	0	0	0	38	38

Prior Offender								
FY 2009								
DWI Alcohol	140	15	0	0	1	10	11	
DWI Drug	0	0	0	0	0	0	0	
DWI Combined Alcohol/Drug	0	0	0	0	0	0	0	
Excessive BAC	0	0	0	0	0	0	0	
FY 2010								
DWI Alcohol	24	21	0	0	1	13	14	
DWI Drug	0	0	0	0	0	0	0	
DWI Combined Alcohol/Drug	0	0	0	0	0	0	0	
Excessive BAC	0	0	0	0	0	0	0	
FY 2011								
DWI Alcohol	18	41	2	0	0	31	31	
DWI Drug	0	0	0	0	0	0	0	
DWI Combined Alcohol/Drug	0	0	0	0	0	0	0	
Excessive BAC	0	2	0	0	0	2	2	
FY 2012								
DWI Alcohol	13	12	0	0	0	8	8	
DWI Drug	0	0	0	0	0	0	0	
DWI Combined Alcohol/Drug	0	0	0	0	0	0	0	
Excessive BAC	0	1	0	0	0	1	1	
FY 2013								
DWI Alcohol	17	16	0	0	0	9	9	
DWI Drug	0	0	0	0	0	0	0	
DWI Combined Alcohol/Drug	0	0	0	0	0	0	0	
Excessive BAC	0	0	0	0	0	0	0	

APPENDIX A

Missouri Coalition for Roadway Safety

Purpose and Procedural Guidelines

Missouri Coalition for Roadway Safety

Purpose and Procedural Guidelines

Coalition Mission:

The Missouri Coalition for Roadway Safety is a partnership of local, state, federal, public, and private organizations committed to the common goal of making travel on Missouri's roadways safer.

Primary Goals:

- 700 or fewer fatalities by 2016;
- Develop and strengthen partnerships;
- Promote the use of crash data to identify problems and countermeasures;
- Coordinate intervention strategies to achieve crash reductions;
- Identify and share best practices within and throughout Missouri's safety community;
- Emphasize and implement safety measures throughout all operational processes;
- Identify and share safety programs and related efforts by other partners and coordinate as appropriate;
- Evaluate, assess, and adjust strategies as necessary; and
- Promote the enhancement of data collection procedures and processes.

Participation:

Participation shall be open to any national, regional, state, or local organization and any individual interested in promoting the purpose of the Missouri Coalition for Roadway Safety.

All participant organizations and individuals shall have equal status in all respects.

Leadership:

The affairs of the Missouri Coalition for Roadway Safety shall be directed by an Executive Committee consisting of representatives from the following organizations, agencies, or subcommittees:

- AAA – Auto Club of Missouri
- Department of Health and Senior Services
- Department of Public Safety
- Department of Revenue
- Division of Alcohol and Tobacco Control
- East-West Gateway Council of Governments

MCRS Purpose and Procedural Guidelines

- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Law Enforcement Traffic Safety Advisory Council
- Mid-America Regional Council
- Missouri Department of Transportation
- Missouri Motor Carriers Association
- Missouri Police Chiefs Association
- Missouri Safety Center
- Missouri Sheriff's Association
- Missouri State Highway Patrol
- National Highway Traffic Safety Administration
- Subcommittee Chairs
 - Commercial Motor Vehicle Subcommittee
 - Distracted Driving Subcommittee
 - Elder Mobility and Safety Subcommittee
 - Enforcement Subcommittee
 - Impaired Driving Subcommittee
 - Infrastructure Subcommittee
 - Legislative Subcommittee
 - Public Information Subcommittee
 - Strategic Planning and Implementation Subcommittee
 - Traffic Records Coordinating Subcommittee

The representatives of participant organizations, agencies, and subcommittees shall elect the Executive Committee Chair and Vice Chair. The term of office shall be for one year with an option of not more than two consecutive terms.

Vacancies for officers shall be filled by the majority vote of the Executive Committee to complete the unexpired term.

The Chair, with concurrence of the Executive Committee, shall name individuals and/or representatives of participating organizations and agencies to head subcommittees and special task forces.

Duties of the two officer positions are:

Chair

1. Preside at all meetings of the Missouri Coalition for Roadway Safety.
2. Monitor and assist Subcommittee Chairs in addressing tasks and activities.
3. Represent the Coalition at selected functions and meetings (or assign such responsibility to others when necessary).
4. Give presentations regarding Coalition efforts and activities (or assign such responsibility to others when necessary).

Vice Chair

1. Preside at meetings in the absence of the Chair.

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2. Assist the Chair with Missouri Coalition for Roadway Safety activities, strategic plans, and operations.

Subcommittees:

Subcommittees shall be established to effectively address the mission of the Coalition. Subcommittees shall be added or deleted upon the approval of the Executive Committee. Each Subcommittee shall have a Chair and Vice Chair.

Duties of the two officer positions are:

Chair

1. Preside at all meetings of the Subcommittee.
2. Guide the completion of Subcommittee activities and tasks.
3. Represent the Subcommittee at selected functions and meetings (or assign such responsibility to others when necessary).
4. Give presentations at Coalition meetings or selected functions reviewing Subcommittee efforts and activities (or assign such responsibility to others when necessary).

Vice Chair

1. Preside at meetings in the absence of the Chair.
2. Assist the Chair in helping the Subcommittee achieve the Coalition goals and assigned responsibilities.

Subcommittee Responsibilities:

CMV Subcommittee

- Reduce commercial motor vehicle accidents in Missouri
- Education public on commercial vehicles
 - Importance of industry to the economy
 - Sharing the road safely
- Improvement of public image
- Safety legislation for commercial motor vehicles

Distracted Driving Subcommittee

- Establish membership
- Encourage collaborative efforts with other subcommittees
- Develop strategies to address the distracted driving issue

Elder Mobility and Safety Subcommittee

- Establish membership
- Develop strategies to address elder driver safety and mobility
- Encourage collaborative efforts among stakeholders

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Enforcement Subcommittee

- Coordinate the statewide law enforcement initiatives
- Collect law enforcement activity data
- Identify training and equipment needs
- Identify and share innovative law enforcement programs and strategies
- Identify legislative initiatives
- Promote officer safety
- Promote key statewide law enforcement mobilizations
- Provide technical assistance to regional coalitions

Impaired Driving Subcommittee

- Identification and review of emerging issues
- Review of innovative programs
- Review of current programs
- Identification of training needs
- Identification of legislative initiatives

Infrastructure Subcommittee

- Promote the implementation of the infrastructure related targeted 10
- Promote road safety audits
- Review training needs in the infrastructure area
- Assist in coordinating efforts between the state and local engineering entities

Legislative Subcommittee

- Coordinate overall legislative effort with both the state and regional coalitions.
- Review public policy strategies in Blueprint
- Assist with drafting cleanup or new language for proposed legislation
- Track bill progress and communicate to the Coalition partners
- Assist in prioritizing legislation
- Assist in identifying MCRS members to testify
- Develop list of partners for testimony or capitol visits

Public Information Subcommittee

- Develop a statewide media plan
- Coordinate overall public information effort with both the state and regional coalitions
- Develop PI toolkits and distribute to the regional coalitions
- Distribute PI funding and monitor PI activity by the regional coalitions
- Draft press releases
- Coordinate events
- Provide technical assistance to regional coalitions

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Strategic Planning and Implementation Subcommittee

- Monitor the operation and membership of the MCRS and make recommendations as necessary
- Facilitate the development and implementation of regional coalition plans
- Assist in identification of funding availability and promote coordination of resources
- Encourage extensive coordination of highway safety activities throughout the state
- Coordinate the distribution of funds to the regional coalitions
- Monitor activities of the MCRS Subcommittees
- Monitor the membership on MCRS Subcommittees to assure balanced representation
- Assess the technical assistance needs of the regional coalitions
- Facilitate the revision of the Missouri's Blueprint

Traffic Records Coordinating Subcommittee

- Provide updates on fatal and serious injury crash data
- Collect and compile annual regional coalition activity reports
- Monitor the contributing factors associated with crashes
- Monitor progress toward the 2012 fatality goal
- Monitor the implementation of Targeted Ten
- Assist regional coalitions with data needs

Call of Meetings:

Meetings shall be held on a quarterly basis with the concurrence of the representatives and participants of the Coalition.

Regional Coalitions:

Regional coalitions are established in 7 locations throughout the state. These coalitions are charged with:

- assisting with the implementation of Missouri Blueprint;
- conducting regional data analysis to guide highway safety activities;
- expanding the regional safety network and partnerships by increasing coalition membership;
- actively participating in MCRS meetings, campaigns, and promotions;
- developing a localized safety plan for the region; and
- facilitating the expenditure of allocated funds.

The corresponding MoDOT district office and Missouri State Highway Patrol troop shall help facilitate the coalition meetings, expansion of coalition membership, development and implementation of regional strategic highway safety plans and distribution of funding. Representatives from each of the 7 regional coalitions shall be encouraged to

MCRS Purpose and Procedural Guidelines

attend the quarterly MCRS meetings and give updates on respective regional coalition activities. The regional coalitions shall be encouraged to elect a chair and vice chair and establish a set of operating procedures.

Each regional coalition shall identify:

- A member to serve as the liaison between the MCRS and their regional coalition.
- A member to serve on the MCRS Public Information Subcommittee. Their participation will help assure broad based input into the development and implementation of public information initiatives.
- A member to serve as the Advocacy Liaison to address legislative initiatives and promote the “Saved by the Belt” program.

Changing of These Guidelines:

These guidelines may be changed by a two-thirds vote of those representatives of participant organizations and individuals present at the meeting.

APPENDIX B

Highway Safety Plan & Performance Plan, Alcohol and Other Drugs

ALCOHOL AND OTHER DRUGS

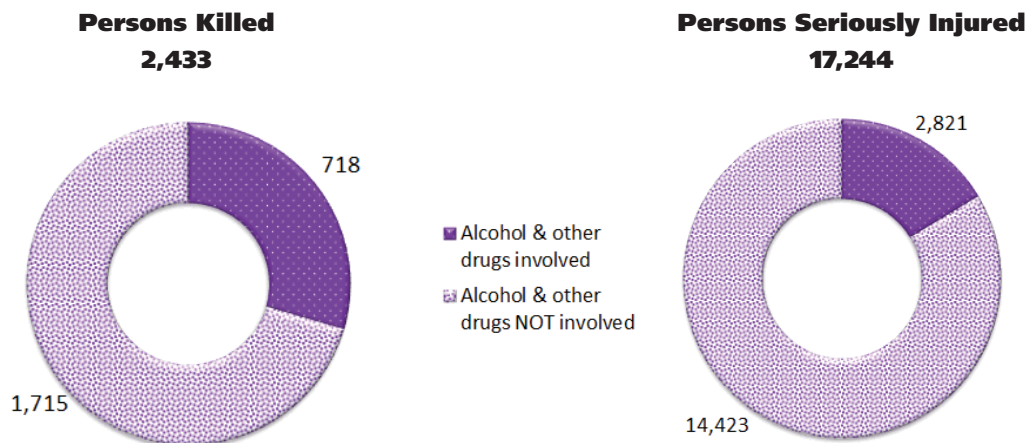
Background

It is impossible to predict how alcohol will affect a person on any given occasion. Every drink influences both the body and mind and has a profound impact on the physical and mental skills needed to drive a motor vehicle. One drink could have serious consequences.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, particularly those resulting in death or serious injury. In the 2010-2012 period, 431,780 traffic crashes occurred in the state. Of those, 0.5% resulted in a fatality and 3.1% involved someone being seriously injured. During the same time period, there were 20,598 traffic crashes where one or more drivers and/or pedestrians were under

the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 718 people were killed and another 2,821 were seriously injured. It also is important to note that substance-impaired driving is under-reported as a contributing factor in traffic crashes. This under-reporting is due to drivers undergoing injuries sustained from crashes without being tested for blood alcohol content. Also, some forms of drug impairment may not be apparent to officers on the scene. As a result, it is an even greater problem than these statistics would indicate. In addition, 87.3% of substance-impaired drivers killed also failed to wear a safety belt further compounding the problem of substance-impaired driving.

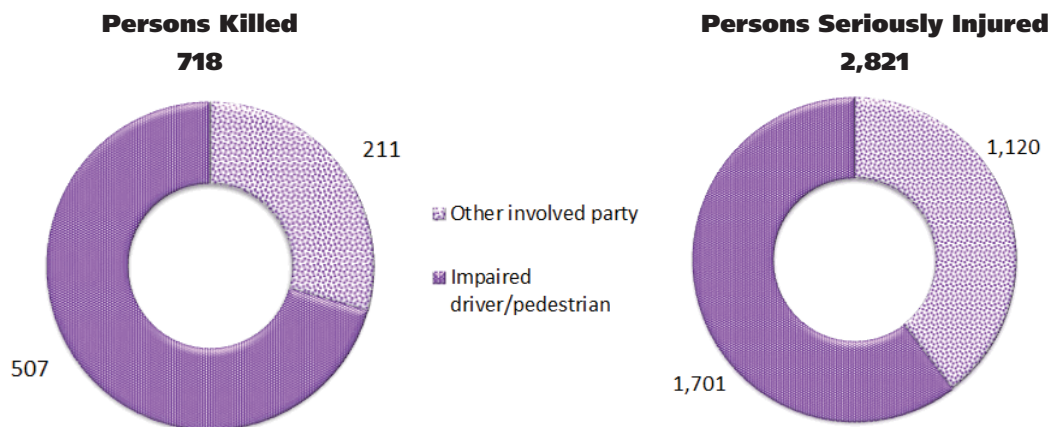
2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries



A common misconception is that substance-impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of people killed and seriously injured in these crashes were not intoxicated by alcohol or other drugs. Their actions in these incidents probably did not contribute

to the cause of the collision. Of the 718 people killed in alcohol and other drug-related traffic crashes, 70.6% were the substance-impaired driver/pedestrian and 29.4% were some other involved party. Of the 2,821 seriously injured, 60.3% were the substance-impaired drivers/pedestrians while 39.7% were other persons in the incidents.

2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries (Person Involvement)

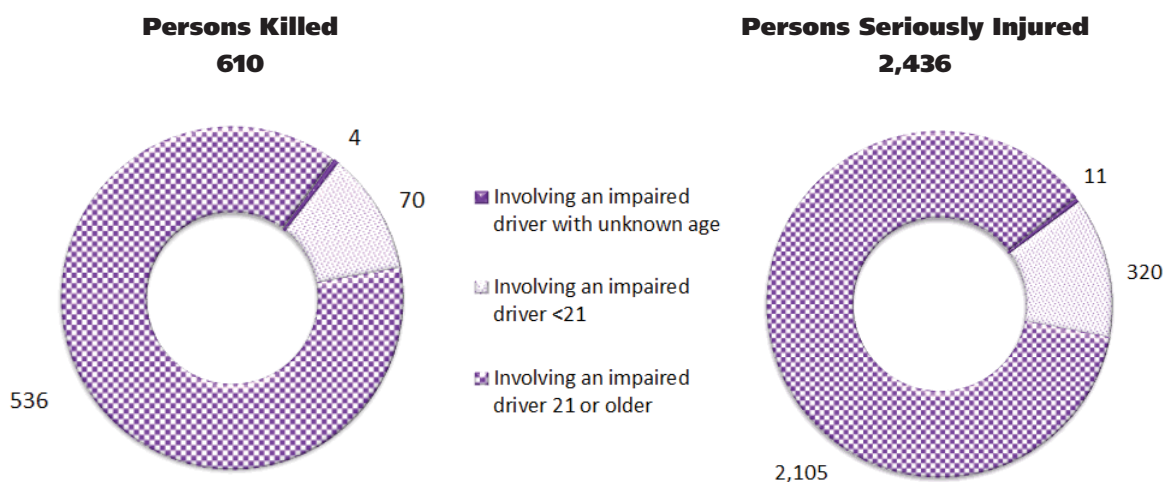


Young Impaired Drivers (Under Age 21)

Youth make up a significant proportion of alcohol-impaired drivers causing traffic crashes on Missouri roadways. Of the 17,946 alcohol-impaired drivers involved in traffic crashes during 2010-2012, 11.1% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2010-2012, a total of 574 alcohol-impaired drivers were involved in crashes where one or more persons were killed. In known cases, 10.5% of these drivers were under the age of 21. A total of 70 persons were killed in traffic crashes involving these young alcohol-impaired drivers. Of those persons killed, 48.6% were the underage alcohol-impaired driver and 51.4% were some other party in the crash.

2010-2012 Missouri Alcohol and Other Drug Related Fatalities & Serious Injuries (By Age)



NOTE: The data for persons killed and seriously injured involving an alcohol-impaired driver by age does not include data for those crashes where the driver's age was unknown or where the pedestrian was the impaired party. Also, one alcohol related crash has the potential of consisting of an alcohol-impaired driver younger than 21 and one 21 or older. In these cases, the persons killed and seriously injured will be counted in each chart shown above.

GOAL #1:

To decrease fatalities involving drivers with .08 BAC or greater to 230 by 2016:

2013	2014	2015
267	255	243

Performance Measure:

- Number of fatalities involving drivers with .08 BAC or greater

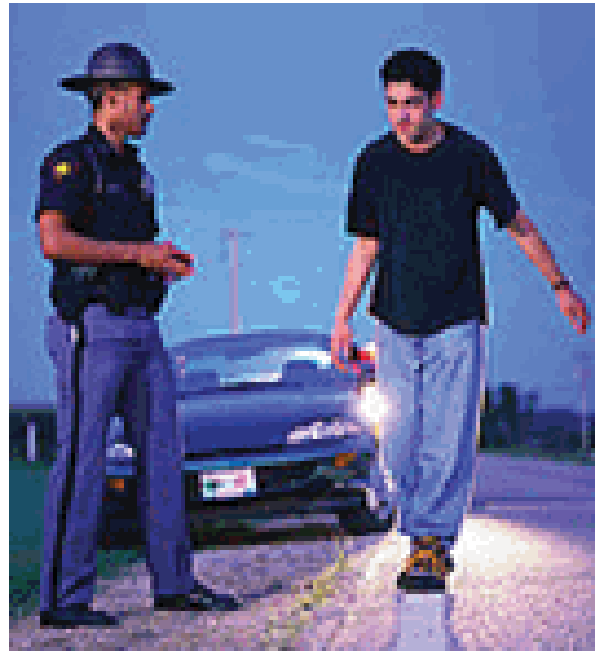
Benchmark:

- 2012 fatalities involving drivers with .08 BAC or greater = 280

GOAL #2:

To increase substance-impaired driving arrests made during grant funded enforcement activities and mobilizations by .25 percent annually based on a three-year rolling average of grant years 2011, 2012, 2013 = 7,989

2014	2015	2016
8,009	8,029	8,049



Performance Measure:

- Number of substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations

Benchmark:

- 2011-2013 substance-impaired driving arrests made during grant-funded enforcement activities and mobilizations = 7,989

GOAL #3:

To decrease fatalities involving alcohol-impaired drivers under the age of 21 years to 14 by 2016:

2013	2014	2015
16	15	15

Performance Measure:

- Number of fatalities involving alcohol-impaired drivers under the age of 21 years

Benchmark:

- 2012 fatalities involving alcohol-impaired drivers under the age of 21 years = 17



STRATEGIES

Public Information and Education

1. Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as *Drive Sober or Get Pulled Over*, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements
2. Incorporate impaired driving educational programs into school systems and businesses
3. Continue statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program)
4. Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs
5. Provide support for the MCRS Impaired Driving Subcommittee to address impaired driving crashes and underage impaired driving
6. Incorporate toxicology into Impaired Driving Subcommittee efforts
7. Checkpoint news releases mention that specially trained drug detection officers will be working the overtime enforcement effort and/or sobriety checkpoint
8. Encourage law enforcement and prosecutors to report the type(s) of drug involvement suspected in crashes to the media
9. Include drug arrest details in after-action enforcement reports to the media
10. Implement, as appropriate, recommendations identified in the 2008 Statewide Impaired Driving Assessment
11. Work with the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan
12. Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention; local community educational programs; and Missouri Safe and Sober

13. Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications
14. Develop campaigns/materials to reach targeted high-risk groups
15. Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners in Prevention)
16. Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or Every 15 Minutes, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers
17. Provide Drug Impairment Training for Educational Professionals across the state
18. Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives

Enforcement

1. Provide funding for alcohol saturation enforcement teams, DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans
2. Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)
3. Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing (SFST), sobriety checkpoint supervisor training, courtroom testimony, drug recognition experts (DRE), ARIDE, and DWI crash investigation techniques)
4. Ensure access to DRE and/or ARIDE trained officers at sobriety checkpoints
5. Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference
6. Provide supplies, support, and training for DREs and the DRE recertification training to ensure continuity of the program
7. Support a state SFST/DRE coordinator who will

work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program

8. Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, Party Patrol, Underage Drinking LE Training, selective enforcement, compliance checks, and special events)

9. Incorporate, as appropriate, recommendations identified in the 2008 Impaired Driving Assessment

10. Increase participation in statewide multi-jurisdiction mobilization enforcement efforts

11. Support selective enforcement efforts to address young drinking drivers by funding statewide underage drinking enforcement projects and training

12. Support DWI traffic units with local law enforcement agencies

13. Update administrative rules for the ignition interlock program as needed to insure that DWI offenders cannot operate a vehicle while intoxicated

Prosecution/Adjudication

1. Provide training for judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, the National Traffic Law Center and the National Drug Court Institute

2. Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri

3. Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates

4. Provide National Drug Court Institute training to DWI court teams from across the state

5. Incorporate topics on toxicology in law enforcement and prosecutor trainings

6. Provide equipment and training to enhance the DWI Tracking System (DWITS)

7. Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference

8. Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing

9. Continue expansion of DWI courts throughout the state

10. Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts

11. Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator

12. Work with local jurisdictions across the State to implement no-refusal policies for BAC testing

13. Work with local jurisdictions across the State to implement electronic warrant systems in order to reduce the amount of time it takes for law enforcement officers to obtain a warrant in DWI cases

14. Provide specimen kits to coroners and medical examiners in order to obtain BAC test results in fatal crashes

Technology

1. Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system



2. Support the efforts of the Missouri Safety Center Breath Alcohol Instrument Training and Repair Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed
3. Work with the Missouri Safety Center and the Missouri State Highway Patrol to purchase and place new breath testing technology around the state
4. Seek ways to expedite processing of DWI offenders
5. Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices
6. Monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines and administrative rules

Open Container (Section 154 Open Container Transfer Funds)

The open container transfer provision was initially authorized under TEA-21 and reauthorized under SAFETEA-LU and MAP-21. The provision requires states to pass and enforce a qualifying open container law or be subject to a 3% transfer of their federal aid highway funds until FY 2012 when it decreased to 2.5%. These funds were required to be diverted to either alcohol countermeasure safety programs (within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within this plan are supported by Section 154 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.

Historically Missouri has focused on the prevention of crossover fatalities through the installation of 3-strand median guard cable on major roadways – one of the most serious types of crashes occurring in Missouri. Because of our efforts using the Open Container Transfer funds to install the median guard cable, we have almost eliminated crossover fatalities on our divided roadways. Currently safety engineering efforts using this funding source involve the installation of rumble stripes focused on keeping vehicles on the roadway, systematically addressing horizontal curve crash locations, and the systematic improvement to numerous intersections with both low-cost and higher-cost initiatives.

Repeat Offender (Section 164 Repeat Offender Transfer Funds)

The repeat offender transfer provision was initially authorized under TEA-21 and reauthorized under SAFETEA-LU and MAP-21. The provision requires states to pass minimum penalties for repeat offenders for driving while intoxicated or driving under the influence laws or be subject to a 3% transfer of their federal aid highway funds and 2.5% in FY'2012. These funds are required to be diverted to either alcohol countermeasure safety programs

(within the Highway Safety Office) or be utilized for qualifying hazard elimination projects. Some of the alcohol countermeasures identified within in this plan are supported by Section 164 transfer funds. The remainder of the funding has been retained for hazard elimination efforts.

Missouri transferred funding under Section

164 in FY'2011 and FY'2012. The focus of this funding is on shoulder improvements on major and/or minor roads with a crash history. Safety engineering efforts using this funding source involve the installation of rumble stripes/strips focused on keeping vehicles on the roadway and improvements in horizontal curves.





2010-2012 Fatalities by Age:

Includes everyone killed involving at least one substance-impaired (alcohol and/or drugs) driver

11/11/2017 11:07

10-2012 Fatalities by Roadway Designation:

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See Appendix A on page 30.

2010-2012 Substance-Impaired Driver Vehicle Types Involved in Fatal Crashes:

[illegible]

2010-2012 Fatalities by Time of

2010-2012 Fatalities by Time of

[illegible]

APPENDIX C

Impaired Driving Subcommittee Members

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APPENDIX D

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800.800.2358 (BELT)
saveMOLives.com

HIGHWAY SAFETY DIVISION

MEETING TITLE: Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

DATE: February 8, 2013

TIME: 9:00 a.m. – 12:00 p.m.

LOCATION: MoDOT, 1320 Creek Trail Drive, I-55 Conference Room,
Jefferson City, Missouri

AGENDA TOPICS

- Introductions
 - See sign-in sheet for members/guests present
- HB 210, Crime Bill – James Klahr
 - The bill has been assigned to the Judiciary Committee. There are four hearings scheduled to go over the bill. The first is scheduled for Feb 6 to provide an overview of the bill, historical perspective and the need for a revision in the criminal code. The other hearings are scheduled for Feb 13, 20 and 27 with public comment on March 6, 2013. Senator Justis may file a companion bill in the Senate. Subcommittee members have expressed their concern with some of the language in the bill.
- MAP-21 Guidelines – Jackie Rogers
 - Discussed guidelines for Section 405(d) Impaired Driving Countermeasure Grant. Subcommittee agreed to plan a meeting to update Missouri's Impaired Driving Strategic Plan. This will be placed on the agenda for the next meeting.
- AIR Changes – Jim Chenault or Chuck Gooch
 - There are changes to the Alcohol Influence Report. Chuck passed out a copy with the changes highlighted. The new form has been sent out to law enforcement across the state.
- Update on Status of Breath Instrument Upgrade – Tracey Durbin
 - The administrative rules for the Breath Alcohol Program went into effect in December 2012 with new instruments approved. There is funding to

purchase new breath alcohol instruments for law enforcement agencies across the state. Tracey passed out the proposed replacement plan.

- Round Table Discussion

- Angie Plunkett provided an updated list of approved DWI courts in the state which includes information on the issuance/revocation of limited driving privileges.
- Dwight Scroggins provided an update on the pilot project in Buchanan County comparing DWI arrests made with the use of SFST and DWI arrests made without SFST's using PBT results. The main result has been a tremendous reduction in the amount of time it takes an officer to process the DWI arrest. No difference in the prosecution in terms of conviction rates.

- Next Meeting Date

- Next meeting is scheduled for Friday, April 12, 2013

Missouri Coalition for Roadway Safety
Impaired Driving Subcommittee Meeting
 February 8, 2013 – 9:00 a.m. – 12:00 p.m.
 MoDOT, 1320 Creek Trail Drive, I-55 Conference Room, Jefferson City, MO



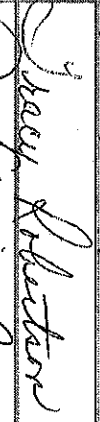

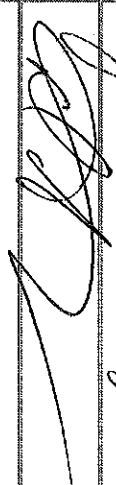
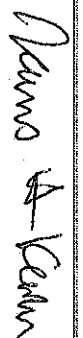

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	<i>Gena Ahlers</i>
Balke	Bud	Mothers Against Drunk Driving	<i>Bud Balke</i>
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	<i>Tracey A. L.</i>
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	<i>Susan</i>
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	
Luebbert	Chris	MoDOT Traffic and Highway Safety	

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

February 8, 2013 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, I-55 Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Lutmer	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	
Plunkett	Angie	Office of State Courts Administrators	
Rembecki	Mark	Division of Alcohol and Drug Abuse	
Tracy	Robertson	Missouri Department of Revenue Driver License Bureau	
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
Klehr	Jane	Mo Dept. of Public Safety	
Depe	Keana	MoDOT	



MISSOURI DEPARTMENT OF REVENUE
DRIVER LICENSE BUREAU
PO BOX 3700
JEFFERSON CITY, MO 65105-3700
ALCOHOL INFLUENCE REPORT

FORM 2389 (REV. 11-2012)	ORI NUMBER	REPORT NUMBER
	UC NUMBER (IF APPLICABLE)	

DATE OF ARREST OR CUSTODY (MM/DD/YYYY)	TIME OF INITIAL CONTACT (MIL)	TIME OF ARREST OR CUSTODY (MIL)	COUNTY OF ARREST OR CUSTODY
LOCATION OF ARREST OR CUSTODY		<input type="checkbox"/> COUNTY OR CITY ORDINANCE <input type="checkbox"/> RSMo 577.010 OR 577.012 <input type="checkbox"/> OTHER	

REASON FOR INITIAL CONTACT <input type="checkbox"/> TRAFFIC VIOLATION <input type="checkbox"/> CRASH <input type="checkbox"/> CHECKPOINT <input type="checkbox"/> OTHER - EXPLAIN	SUBJECT WAS OBSERVED DRIVING OR OPERATING BY
--	--

IDENTIFICATION	FULL NAME		DATE OF BIRTH (MM/DD/YYYY)	
	ADDRESS		CITY, STATE, ZIP CODE	
	RACE	SEX	HEIGHT	WEIGHT
	DRIVER LICENSE NUMBER	STATE	CDL HOLDER? <input type="checkbox"/> YES <input type="checkbox"/> NO	VEHICLE LICENSE NUMBER
	LICENSE CONFISCATED? <input type="checkbox"/> YES <input type="checkbox"/> NO	YEAR	MAKE	MODEL
	COLOR	VIN		

OFFICER'S OBSERVATION MADE PRIOR TO ARREST OR CUSTODY (Check appropriate box(es) and add any pertinent remarks.)

BREATH	ODOR OF ALCOHOLIC BEVERAGE: <input type="checkbox"/> FAINT <input type="checkbox"/> MODERATE <input type="checkbox"/> STRONG <input type="checkbox"/> NONE ODOR OF MARIJUANA OR CHEMICAL: <input type="checkbox"/> YES <input type="checkbox"/> NO
EYES PUPILS	<input type="checkbox"/> WATERY <input type="checkbox"/> BLOODSHOT <input type="checkbox"/> GLASSY <input type="checkbox"/> STARING <input type="checkbox"/> ARTIFICIAL EYE <input type="checkbox"/> CONSTRICTED <input type="checkbox"/> SLOW REACTION TO LIGHT <input type="checkbox"/> DILATED
BALANCE AND WALKING	<input type="checkbox"/> UNCERTAIN <input type="checkbox"/> SWAYING <input type="checkbox"/> STAGGERING <input type="checkbox"/> STUMBLING <input type="checkbox"/> FALLING <input type="checkbox"/> OTHER:
SPEECH	<input type="checkbox"/> SLURRED <input type="checkbox"/> CONFUSED <input type="checkbox"/> INCOHERENT <input type="checkbox"/> STUTTERING <input type="checkbox"/> MUMBLING <input type="checkbox"/> OTHER:
CLOTHING AND FOOTWEAR	DESCRIBE: SOILED BY:
UNUSUAL ACTIONS	<input type="checkbox"/> PROFANITY <input type="checkbox"/> HICCUPS <input type="checkbox"/> BELCHING <input type="checkbox"/> VOMITING <input type="checkbox"/> FIGHTING <input type="checkbox"/> OTHER:
ATTITUDE	DESCRIBE:

SOBRIETY TESTS GIVEN PRIOR TO ARREST OR CUSTODY (Check appropriate box(es) and add any pertinent remarks.)

<input type="checkbox"/> HORIZONTAL GAZE NYSTAGMUS 1. <input type="checkbox"/> Eyes Tracked Equally 2. <input type="checkbox"/> Pupils of Equal Size 3. <input type="checkbox"/> Resting Nystagmus Detected 4. LEFT RIGHT ____ No smooth Pursuit ____ ____ Distinct Nystagmus at maximum deviation ____ ____ Onset before 45° with some white showing ____ (See certification on page 4.) <input type="checkbox"/> VERTICAL GAZE NYSTAGMUS DETECTED	<input type="checkbox"/> WALK-AND-TURN <input type="checkbox"/> Falls to maintain heel-to-toe stance <input type="checkbox"/> Starts before instructed to begin <input type="checkbox"/> Stops while walking to steady self <input type="checkbox"/> Does not touch heel to toe (misses by more than 1/2 inch) <input type="checkbox"/> Loses balance while walking (steps off line) <input type="checkbox"/> Uses arms for balance (raises arm more than 6 inches) <input type="checkbox"/> Loses balance while turning or made improper turn <input type="checkbox"/> Incorrect number of steps <input type="checkbox"/> Cannot perform or refused to do test Explain: _____ _____	<input type="checkbox"/> ONE LEG STAND (Subject may stand on either foot for test. Indicate foot stood on below.) <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Sways while balancing <input type="checkbox"/> Uses arms for balance (raises arms more than 6 inches) <input type="checkbox"/> Hops <input type="checkbox"/> Puts foot down <input type="checkbox"/> Cannot perform or refused to do test Explain: _____ _____
--	--	--

OTHER: (ANY OTHER TEST(S) GIVEN NOT LISTED ABOVE) e.g., ALPHABET, COUNTING, ROMBERG, FINGER-TO-NOSE.

IMPLIED CONSENT TIME ADVISED: (MIL)		FOR USE IN ZERO TOLERANCE ONLY		
<input type="checkbox"/> 1. You are under arrest and I have reasonable grounds to believe you were driving a motor vehicle while you were in an intoxicated or drugged condition.		<input type="checkbox"/> 1. You have been stopped and are under the age of 21; I have reasonable grounds to believe that you were driving a motor vehicle with a blood alcohol content of .020% or more.		
<input type="checkbox"/> 2. To determine the alcohol or drug content of your blood, I am requesting you submit to a chemical test of your <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Other _____ (Check no more than two)				
<input type="checkbox"/> 3. If you refuse to take the test(s), your driver license will immediately be revoked for one year.				
<input type="checkbox"/> 4. Evidence of your refusal to take the test(s) may be used against you in prosecution in a court of law.				
<input type="checkbox"/> 5. Having been informed of the reasons for requesting the test(s), will you take the test(s)? <input type="checkbox"/> YES <input type="checkbox"/> NO Time: _____ (MIL)				
If subject refused test(s), was an attorney requested prior to refusal ? <input type="checkbox"/> YES <input type="checkbox"/> NO If yes, time subject asked for attorney: _____				
15 MINUTE OBSERVATION PERIOD STARTED AT: _____ (MIL)				
MARK CHECK BOXES FOR EACH STEP (ATTACH MOST RECENT MAINTENANCE REPORT COMPLETED PRIOR TO THIS BREATH TEST.) -- IF BLOOD TEST, SEE PAGE 4.				
INTOXILYZER 5000 <input type="checkbox"/> 1. Examination of mouth conducted. If any substance is observed or indicated to be present, the substance observed or indicated must be removed prior to starting the 15 minute observation period. <input type="checkbox"/> 2. Subject observed for at least 15 minutes by _____ No smoking, oral intake or vomiting during this time; if vomiting occurs, start over with the 15 minute observation period. <input type="checkbox"/> 3. Assure that power switch is ON and then press the START TEST button. <input type="checkbox"/> 4. Enter test record card. <input type="checkbox"/> 5. Enter subject and officer information. <input type="checkbox"/> 6. When display reads PLEASE BLOW, insert mouthpiece and take the subject's breath sample. <input type="checkbox"/> 7. When test record is printed, remove test record and attach printout to this report.		DATAMASTER <input type="checkbox"/> 1. Examination of mouth conducted. If any substance is observed or indicated to be present, the substance observed or indicated must be removed prior to starting the 15 minute observation period. <input type="checkbox"/> 2. Subject observed for at least 15 minutes by _____ No smoking, oral intake or vomiting during this time; if vomiting occurs, start over with the 15 minute observation period. <input type="checkbox"/> 3. Assure that power switch is ON. <input type="checkbox"/> 4. Press RUN button. <input type="checkbox"/> 5. When display requests INSERT TICKET, insert evidence ticket. <input type="checkbox"/> 6. Enter subject and officer information. <input type="checkbox"/> 7. When display reads PLEASE BLOW and gives audible beep, take subject's breath sample. <input type="checkbox"/> 8. When printer has completed printing out test result, remove ticket from printer. Attach printout to this report.		ALCO-SENSOR IV WITH PRINTER <input type="checkbox"/> 1. Examination of mouth conducted. If any substance is observed or indicated to be present, the substance observed or indicated must be removed prior to starting the 15 minute observation period. <input type="checkbox"/> 2. Subject observed for at least 15 minutes by _____. No smoking, oral intake or vomiting during this time; if vomiting occurs, start over with the 15 minute observation period. <input type="checkbox"/> 3. Make sure printer is connected to Alco-Sensor IV. <input type="checkbox"/> 4. Turn printer on. <input type="checkbox"/> 5. Insert mouthpiece into Alco-Sensor IV. <input type="checkbox"/> 6. Observe temperature display, make sure temperature reading is between 10°C and 40°C. <input type="checkbox"/> 7. When "BLNK" is displayed on Alco-Sensor IV, air blank is taken. <input type="checkbox"/> 8. When "TEST" is displayed on Alco-Sensor IV, take subject breath sample. <input type="checkbox"/> 9. When "SET" is displayed on Alco-Sensor IV, press SET button. <input type="checkbox"/> 10. When printer has completed printing test result, tear off tape and fill in subject and officer information. <input type="checkbox"/> 11. Press red button to eject mouthpiece. <input type="checkbox"/> 12. Turn printer off. <input type="checkbox"/> 13. Attach printout to this report.
<input type="checkbox"/> OTHER (ATTACH CHECKLIST OR LAB REPORT)				
CERTIFICATION OF EXAMINATION BY OPERATOR				
AS SET FORTH IN THE RULES PROMULGATED BY THE DEPARTMENT OF HEALTH AND SENIOR SERVICES (DOHSS) RELATED TO THE DETERMINATION OF BLOOD ALCOHOL BY BREATH ANALYSIS, I CERTIFY BY COMPLETING THE BELOW THAT:				
1. There was no deviation from the procedure approved by the Department. 3. I am authorized to operate the instrument. 2. To the best of my knowledge the instrument was functioning properly. 4. No radio transmission occurred inside the room where and when this test was being conducted.				
NAME OF OPERATOR		TROOP OR AGENCY		BLOOD ALCOHOL CONCENTRATION BY WEIGHT
DATE (MM/DD/YYYY)		LOCATION OF INSTRUMENT		
SERIAL NUMBER		WITNESS (IF ANY)		

MIRANDA RIGHTS

BECAUSE YOU ARE UNDER ARREST, I AM INFORMING YOU OF YOUR CONSTITUTIONAL RIGHTS (MIRANDA WARNING)

- ☐ 1. You have the right to remain silent.
- ☐ 2. Anything you say can and will be used against you in a court of law.
- ☐ 3. You have the right to talk to a lawyer and have him or her present with you while you are being questioned.
- ☐ 4. If you cannot afford to hire a lawyer, one will be appointed to represent you before any questioning, if you wish.
- ☐ 5. You can decide at any time to exercise these rights and not answer any questions or make any statements.

 RIGHTS GIVEN AT ☐ SCENE ☐ STATION
☐ HOSPITAL ☐ EN ROUTE TO STATION
DO YOU UNDERSTAND THE RIGHTS I'VE EXPLAINED TO YOU?
☐ YES ☐ NOTIME ADVISED
(MIL)

DATE (MM/DD/YYYY)

INTERVIEWER TO COMPLETE

INTERVIEW DATE (MM/DD/YYYY) TIME

INTERVIEWER'S NAME

WAS SUBJECT INVOLVED IN A CRASH?

☐ YES ☐ NO

DATE OF CRASH (MM/DD/YYYY)

TIME OF CRASH

(MIL)

CRASH INFORMATION (IF APPLICABLE) — RECORD PERSON'S RESPONSES

WERE YOU INVOLVED IN A MOTOR VEHICLE CRASH TODAY?

☐ YES ☐ NO WHEN:

WERE YOU OPERATING THE VEHICLE AT THE TIME OF THE CRASH?

☐ YES ☐ NO

WERE YOU INJURED IN THE CRASH?

☐ YES ☐ NO HOW:

HAVE YOU CONSUMED ANY INTOXICANTS SINCE THE CRASH?

☐ YES ☐ NO

IF YES, WHAT?

WHEN?

WHERE?

HOW MUCH?

INTERVIEW — RECORD PERSON'S RESPONSES

WHAT TIME IS IT NOW?

WHAT IS THE DATE?

WHAT DAY OF THE WEEK IS IT?

WHAT CITY (COUNTY) ARE YOU IN NOW?

WHEN DID YOU LAST EAT?

WHAT DID YOU LAST EAT?

WHAT WERE YOU DOING DURING THE LAST THREE HOURS PRIOR TO CONTACT WITH LAW ENFORCEMENT?

WERE YOU OPERATING THE VEHICLE AT THE TIME OF THE CRASH OR STOP?

☐ YES ☐ NO

HAVE YOU BEEN DRINKING?

☐ YES ☐ NO

IF YES, WHAT WERE YOU DRINKING?

TIME STARTED

TIME STOPPED

HOW MUCH?

WHERE?

ARE YOU UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE?

☐ YES ☐ NO

HAVE YOU USED MARIJUANA OR ANY OTHER DRUG, LEGAL OR ILLEGAL, IN THE LAST 72 HOURS?

☐ YES ☐ NO

IF YES, WHEN?

WHERE?

HOW MUCH?

IF YES, WHAT?

DO YOU HAVE ANY TEMPORARY OR LONG-TERM PHYSICAL OR MENTAL CONDITIONS?

☐ YES ☐ NO

IF YES, EXPLAIN:

ARE YOU TAKING TRANQUILIZERS, PILLS, MEDICINES, INJECTIONS OR DRUGS OF ANY KIND, SUCH AS INSULIN?

☐ YES ☐ NO

IF YES, WHAT?

WHEN?

WHERE?

HOW MUCH?

STATEMENT OF BLOOD DRAWER (COMPLETE OR ATTACH SEPARATE STATEMENT)

In accordance with the provisions of section 577.029, RSMo, and at the request and direction of a law enforcement officer, I withdrew blood from _____ for the purpose of determining the alcohol or drug content of the blood in strict accord with my training and accepted medical practice. The blood was withdrawn by means of a previously unused and sterile needle into a sterile, commercially-manufactured blood collection tube containing a preservative and anticoagulant. It was my good faith medical judgment that such procedure did not endanger the life or health of the person. The sample was labeled with the subject's identification and given to the requesting law enforcement officer.

DATE (MM/DD/YYYY)	TIME (MIL)	EMPLOYER
TITLE (CHECK ONE) <input type="checkbox"/> LICENSED PHYSICIAN <input type="checkbox"/> REGISTERED NURSE <input type="checkbox"/> TRAINED MEDICAL TECHNICIAN (Phlebotomist, Paramedic, etc.): _____		WORK TELEPHONE
SIGNATURE		NAME (TYPE OR PRINT)

VERIFICATION OR IDENTIFICATION OF LAW ENFORCEMENT OFFICER. (PLEASE COMPLETE AND ATTACH NARRATIVE STATEMENT OF THE FACTS FOR THIS INVESTIGATION.)

THE FOLLOWING DOCUMENTS RELATING TO THIS ARREST OR STOP ARE HEREBY INCORPORATED INTO THIS REPORT:

- ✓ **Narrative (attached).**
- ✓ Crash Report, if applicable.
- ✓ Missouri Driver License, if secured.
- ✓ Copy of most recent Maintenance Report prior to test.
- ✓ Notice of Suspension or Revocation (Revenue's copy), if issued.
- ✓ All other reports incidental to this arrest or stop and BAC testing.
- ✓ Copy of Citation (UC) and/or complaint filed with the Court, if applicable.
- ✓ Report(s) of the result(s) of all chemical tests conducted showing blood alcohol content if not included on page 2 of this form (Checklist or Lab Report).

CERTIFICATION OF FIELD SOBRIETY TEST TRAINING (Check box if applicable)

- ☐ I hereby certify that I have received a minimum of 8 hours training in administering, interpreting and scoring the horizontal gaze nystagmus test.

I HEREBY SWEAR UPON MY OATH, AND DO STATE AS FOLLOWS:

At all times mentioned herein, I was employed as a member of the below-stated Police Agency, and I am licensed, or exempt from certification pursuant to Chapter 590, RSMo, by the Director of Public Safety as having completed a program of mandatory standards for the training of peace officers in this State pursuant to Chapter 590, RSMo, and I arrested the above named person for a violation of a county or city ordinance prohibiting driving while intoxicated or an alcohol-related traffic offense or Section 577.010 or 577.012, RSMo, or conducted a .020% or more blood alcohol content-related stop. I certify that the information I have provided is true and correct to the best of my knowledge under the penalties of perjury for making a false statement to a public official.

CHECK APPROPRIATE BOX ►		<input type="checkbox"/> HIGHWAY PATROL <input type="checkbox"/> MUNICIPAL OFFICER <input type="checkbox"/> COUNTY OFFICER <input type="checkbox"/> ELECTED OFFICIAL <input type="checkbox"/> OTHER	
NAME OF LAW ENFORCEMENT OFFICER	BADGE NUMBER	RANK	NAME OF POLICE AGENCY OR TROOP LETTER
COMPLETE MAILING ADDRESS			BUSINESS TELEPHONE NUMBER
CITY, STATE, ZIP CODE			
SIGNATURE — MUST SIGN			

46 counties

Approved DWI Courts				As of January 18, 2013			
Circuit	County	Court Docket	Judge	Date Approved	LDP's Issued	LDP's Revoked	LDP's Suspended
1st	Clark	Hybrid	Rick Roberts	1/13/2012	0	0	0
1st	Scotland	Hybrid	Karl DeMarce	1/13/2012	0	0	0
2nd	Adair	Hybrid	Russell E. Steele	1/13/2012	0	0	0
5th	Buchanan	Stand-Alone	Daniel F Kellogg/Patrick Robb	5/25/2012	0	0	0
6th	Platte	Stand-Alone	Dennis Eckold	09/30/11	8	0	0
11th	St. Charles	Stand-Alone	Phillip Ohlms	9/17/10 & 9/30/11	142	27	19
12th	Montgomery	Stand-Alone	Kelly Broniec	9/17/10 & 8/19/11	3	0	0
12th	Warren	Stand-Alone	Wes Dalton	9/17/10 & 8/19/11	10	0	3
12th	Audrain	Stand-Alone	Kely Broniec	08/19/11	1	0	0
13th	Boone	Stand-Alone	Michael Bradley	05/13/11	31	1	6
13th	Callaway	Hybrid	Carol England	09/30/11	2	0	0
17th	Cass	Stand-Alone	William Collins	08/19/11	6	0	0
19th	Cole	Stand-Alone	Patricia Joyce	09/30/11	16	0	1
20th	Franklin	Stand-Alone	Stanley Williams	9/17/10 & 8/19/11	19	2	1
20th	Osage/Gasconade	Stand-Alone	Robert Schollmeyer	08/19/11	1	0	0
21st	St. Louis County	Stand-Alone	Barbara Wallace	09/30/11	12	0	1
23rd	Jefferson	Stand-Alone	Stephen D. Bouchard	05/13/11	10	0	0
24th	Washington	Hybrid	John Rupp	01/18/13	0	0	0
24th	St. Francois	Hybrid	John Rupp	01/18/13	0	0	0
24th	Ste. Genevieve	Hybrid	John Rupp	01/18/13	0	0	0
24th	Madison	Hybrid	John Rupp	01/18/13	0	0	0
25th	Texas	Hybrid	Douglas Gaston	05/13/11	2	0	0
28th	Vernon	Hybrid	James Bickel	09/30/11	2	0	0
28th	Cedar	Hybrid	James Bickel	09/30/11	1	0	0
28th	Barton	Hybrid	James Bickel	09/30/11	0	0	0
31st	Greene	Stand-Alone	Peggy Davis	09/17/10	89	9	1
32nd	Cape Girardeau/Perry	Hybrid	Scott Lipke	08/19/11	2	0	0
33rd	Mississippi/Scott	Hybrid	James Pinkston	05/25/12	0	0	0
35th	Dunklin	Stand-Alone	Phillip Britt	05/13/11	4	0	0
35th	Stoddard	Hybrid	Phillip Britt	05/13/11	0	0	0
36th	Butler	Hybrid	Mike Pritchett	9/17/10 & 9/30/11	2	0	0
36th	Ripley	Hybrid	Tom Swindle	9/17/10 & 9/30/11	0	0	0
39th	Stone	Stand-Alone	Alan Blankenship	05/13/11	6	0	0
39th	Barry	Hybrid	Victor Head	09/30/11	3	0	0
39th	Lawrence	Hybrid	Scott Sifferman	05/25/12	3	0	0
40th	Newton	Stand-Alone	Timothy Perigo	09/30/11	0	0	0
40th	McDonald	Hybrid	John LePage	01/18/13			
42nd	Wayne	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Iron	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Dent	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Crawford	Hybrid	Jon Kiser	05/25/12	0	0	0
42nd	Reynolds	Hybrid	Jon Kiser	05/25/12	0	0	0
44th	Douglas	Hybrid	Robert C. Carter	01/13/12	2	0	0
44th	Ozark	Hybrid	Robert C. Carter	01/13/12	0	0	0
44th	Wright	Hybrid	Lynette Veenstra	01/13/12	0	0	0
45th	Lincoln/Pike	Stand-Alone	James Sullivan	01/14/11	20	3	0
Total					397	42	32
				Hybrid indicates that the court accepts DWI cases into their Drug Court program			

MISSOURI SAFETY CENTER PROPOSED BREATH-ALCOHOL INSTRUMENT REPLACEMENT PLAN

PHASE 1(a)	PHASE 1(b)	PHASE 2(a)	PHASE 2(b)	PHASE 2(c)	PHASE 2(d)	PHASE 3(a)	PHASE 3(b)	PHASE 3(c)
AGENCY	AGENCY	AGENCY	AGENCY	AGENCY	AGENCY	AGENCY	AGENCY	AGENCY
# of Units	# of Units	# of Units	# of Units	# of Units	# of Units	# of Units	# of Units	# of Units
ST LOUIS COUNTY PD	KANSAS CITY PD	SPRINGFIELD PD	JOPLIN PD	CAPE GIRARDEAU PD	BOONE COUNTY SO	HANNIBAL PD	WARRENTON PD	ST JOSEPH PD
6	8	4	2	2	1	1	1	1
ST LOUIS COUNTY INTAKE	INDEPENDENCE PD	NEVADA PD	HAYTI PD	FARMINGTON PD	UNIV OF MO - COLUMBIA	KIRKSVILLE PD	WARRENTON PD	MARYVILLE DPS
3	3	2	1	1	1	1	1	1
JEFFERSON COUNTY SO	GRANDVIEW PD	GREENE COUNTY SO	POPLAR BLUFF PD	POPLAR BLUFF PD	JEFFERSON CITY PD	FULTON PD	KIRKSVILLE PD	CHILLICOTHE PD
3	2	1	1	1	1	1	1	1
TOWN & COUNTRY PD	LEES SUMMIT PD	JASPER COUNTY SO	SCOTT CITY PD	SCOTT CITY PD	ST ROBERT PD	WINFIELD PD	WINFIELD PD	CAMERON PD
1	1	1	1	1	1	1	1	1
MARY AND HEIGHTS PD	BLUE SPRINGS PD	JACKSON COUNTY SO	NEOSHO PD	CARUTHERSVILLE PD	ROLLA PD	LINCOLN COUNTY SO	LINCOLN COUNTY SO	TRENTON PD
1	1	1	1	1	1	1	1	1
OTFALL PD	JACKSON COUNTY SO	CARTHAGE PD	MONETT PD	Sikeston DPS	BOONVILLE PD	MEXICO PD	MEXICO PD	Total Instruments
1	1	1	1	1	1	1	1	6
ST PETERS PD	GLADSTONE PD	BRANSON PD	WEST PLAINS PD	DEXTER PD	OSAGE BEACH DPS	MACON PD	MACON PD	
1	1	1	1	1	1	1	1	
ST LOUIS CITY	LIBERTY PD	WEBB CITY PD	DUQUESNE PD	EAST PRAIRIE PD	LEBANON PD	BOWLING GREEN PD	BOWLING GREEN PD	
4	1	1	1	1	1	1	1	
CREVE COEUR PD	SMITHVILLE PD	REPUBLIC PD	REPUBLIC PD	PERRYVILLE PD	PHILIPS COUNTY SO	LA GRANGE PD	LA GRANGE PD	
1	1	1	1	1	1	1	1	
CHESTERFIELD PD	WARRENSBURG PD	OZARK PD	OSAGE PD	THAYER PD	ST JAMES PD	CANTON PD	CANTON PD	
1	1	1	1	1	1	1	1	
ARNOLD PD	RAYTOWN PD	MCDONALD COUNTY SO	BOLIVAR PD	CHARLESTON DPS	HOLTS SUMMIT PD	Total Instruments	Total Instruments	10
1	1	1	1	1	1	1	1	
WENTZVILLE PD	RAYMORE PD	ROGERSVILLE PD	LAMAR PD	MOUNTAIN VIEW PD	ELDON PD			
1	1	1	1	1	1			
UNION PD	SEALIA PD	WILLARD PD	WILLARD PD	BOONE TERRRE PD	OWENSVILLE PD			
1	1	1	1	1	1			
OVERLAND PD	CLAYCOMO PD	AURORA PD	AURORA PD	MOUNTAIN GROVE PD	PAYETTE PD			
1	1	1	1	1	1			
VERMILION COUNTY SO	SHAWNEE PD	CHRISTIAN COUNTY SO	HOLLISTER PD	CABOOL PD	CALIFORNIA PD			
1	1	1	1	1	1			
LAKE ST LOUIS PD	NORTH KANSAS CITY PD	HENRY COUNTY SO	ANDERSON PD	Total Instruments	CENTRALIA PD			
1	1	1	1	21	SALEM PD			
FLORISSANT PD	OAK GROVE PD	CLAY COUNTY SO	BUTLER PD	23	Total Instruments			
1	1	1	1					
FRONTENAC PD	WASHBURN PD	RIVERSIDE PD	CASSVILLE PD					
1	1	1	1					
KIRKWOOD PD	BYRNES MILL PD	SUGAR CREEK PD	CASSVILLE PD					
1	1	1	1					
SUNSET HILLS PD	SUNSET HILLS PD	HIGGINSVILLE PD	ORONOGO PD					
1	1	1	1					
WASHINGTON PD	DE SOTO PD	PLEASANT VALLEY PD	CARL JUNCTION PD					
1	1	1	1					
UNIVERSITY CITY PD	CLAY COUNTY SO	CASS COUNTY SO	KIMBERLING CITY PD					
1	1	1	1					
MANCHESTER PD	ELLISVILLE PD	LAKE OZARK PD	CARTERSVILLE PD					
1	1	1	1					
ELLISVILLE PD	MANCHESTER PD	LAKE OZARK PD	Total Instruments	34				
1	1	1						
WEBSTER GROVES PD	WEBSTER PD	LAKE OZARK PD						
1	1	1						
BALWIN PD	DE PERES PD	ST LOUIS PD						
1	1	1						
ST LOUIS PD	ST LOUIS PD	ST LOUIS PD						
1	1	1						
BELLEVILLE PD	BELLEVILLE PD	BELLEVILLE PD						
1	1	1						
HAZELWOOD PD	HAZELWOOD PD	HAZELWOOD PD						
1	1	1						
HAZELWOOD PD	HAZELWOOD PD	HAZELWOOD PD						
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1	1	1						
HAZELWOOD PD	HAZELWOOD PD	HAZELWOOD PD						
1	1	1						
HAZELWOOD PD	HAZELWOOD PD	HAZELWOOD PD						

Phase 1 Total Instruments	109
Phase 2 Total Instruments	55
Phase 3 Total Instruments	39
Training Total Instruments	30
Total Instruments	233

PROPOSED HEARING SCHEDULE FOR THE CRIMINAL CODE

Judiciary
Committee

February 6, 2013

- Introduction and overview, historical perspective and the need for a revision
- Chapter 556 (Preliminary Provisions)
- Chapter 557 (General Sentencing Provisions)
- Chapter 558 (Imprisonment)
- Chapter 559 (Probation)
- Chapter 560 (Fines)
- Chapter 564 (Inchoate Offenses)
- Chapter 565 (Crimes Against Persons)
- Chapter 455 (Adult Abuse and Child Abuse Orders)

February 13, 2013

- Chapter 566 (Sexual Offenses)
- Chapter 567 (Prostitution)
- 568 (Offenses Against the Family)
- 573 (Pornography and Related Offenses)

4 classes of
assaults

February 20, 2013

- Chapter 195 (Drug Offenses)
- Chapter 577 (Public Safety Offenses)
- Chapter 570 (Weapons Offenses)
- Chapter 569 (Robbery, Arson, Burglary and Related Offenses)
- Chapter 570 (Stealing and Related Offenses)

February 27, 2013

- Chapter 572 (Gambling)
- Chapter 574 (Offenses Against Public Order)
- Chapter 575 (Offenses Against the Administration of Justice)
- Chapter 576 (Offenses Affecting Government)
- Chapter 578 (Miscellaneous Offenses)
- Chapters 27 to 545 and 610 to 701 (provisions outside the code)

March 6, 2013

- Public Comment on the Code

HIGHWAY SAFETY DIVISION

MEETING TITLE: Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

DATE: April 12, 2013

TIME: 9:00 a.m. – 12:00 p.m.

LOCATION: MoDOT, 1320 Creek Trail Drive, I-55 Conference Room,
Jefferson City, Missouri

AGENDA TOPICS

- Introductions
 - See sign-in sheet for members/guests present
- Impaired Driving Summit and Update of Impaired Driving Strategic Plan
 - Group discussed dates for the Impaired Driving Summit. The dates picked are July 25 & 26, 2013 as first choice and August 8 & 9, 2013 for second choice. The group would like the summit to be held in Columbia because of the central location. Also discussed the Uniform Guidelines for State Highway Safety Programs and the Guide for Statewide Impaired-Driving Task Forces. Both documents will be provided to subcommittee members. Next meeting will focus on agenda topics, speakers and participants.
- Update on Status of Breath Instrument Upgrade
 - Tracey Durbin explained the status of the breath instrument upgrade in the state. Instruments are being purchased for phase one agencies and training will begin when the curriculum is developed.
- Round Table Discussion
 - Bud Balke passed out a news release that MADD sent out regarding passage of final FY'2013 federal spending bill by Congress.
 - Chuck Gooch and Tracy Robertson also discussed ignition interlock bills that are moving through the legislature and what impact they will have on the current program. The language will allow for first offenders to obtain a driver license immediately with the use of ignition interlock and will also require the implementation of gps and camera features for five and ten year license denials to be effective July 1, 2013 if the Governor signs the bill and July 15, 2013 if the bill passes through without a veto.

- Next Meeting Date
 - Friday, June 14, 2013

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

April 12, 2013 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, 1-55 Conference Room, Jefferson City, MO






First Name	Last Name	Agency	Signature
Lutner	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	
Plunkett	Angie	Office of State Courts Administrators	KC Raftery
Rembecki	Mark	Division of Alcohol and Drug Abuse	Mark Rembecki
Tracy	Robertson	Missouri Department of Revenue Driver License Bureau	Tracy Robertson
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	Jackie Rogers
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	Greg Smith
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
BAUKE	Bud	MOTHERS AGAINST DRUNK DRIVING	Bud Balke

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

April 12, 2013 - 9:00 a.m. - 12:00 p.m.

MoDOT, 1320 Creek Trail Drive, 155 Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Pineback	Sheldon	Missouri Police Chiefs Association	
Luebbert	Chris	MoDOT Traffic and Highway Safety	

HIGHWAY SAFETY DIVISION

MEETING TITLE: Missouri Coalition for Roadway Safety Impaired Driving Subcommittee

DATE: June 14, 2013

TIME: 9:00 a.m. – 12:00 p.m.

LOCATION: MoDOT, 830 MoDOT Drive, Purple Conference Room,
Jefferson City, Missouri

AGENDA TOPICS

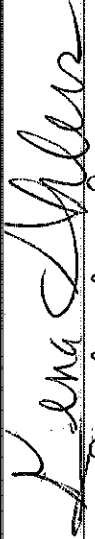




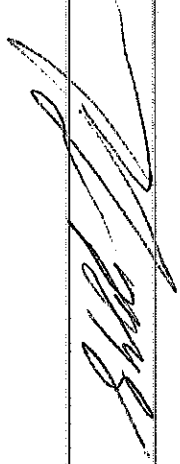
- Introductions
 - See sign-in sheet for members/guests present
- Impaired Driving Summit and Update of Impaired Driving Strategic Plan
 - Group discussion to plan the Impaired Driving Summit and revision of the strategic plan. The Summit will be held July 25 & 26, 2013 at the Hilton Garden Inn in Columbia, MO. The hotel contract is signed but will require some major changes discussed by the subcommittee. Members present would like to hold one session with no breakout groups. Stakeholders will be present to go over each of the planning areas as a group. Planning areas will follow the Uniform Guidelines for State Highway Safety Programs. There was discussion about including more information on drug-impaired driving along with the alcohol-impaired driving presentation. Also suggested a presentation from Dwight Scroggins regarding some of the projects he is working on in Buchanan County (e.g. 24/7 program and the SFST project). Members present will provide Jackie Rogers with contact information for stakeholders that should be invited to the Summit.
- Round Table Discussion
 - Mike Boland passed out information on MADD's 2013 Toolbox Training.
 - Chuck Gooch with DOR passed out information on SB 23 & SB 43 which passed this year and are awaiting the Governor's signature.
- Next Meeting Date
 - Impaired Driving Summit on July 25 & 26, 2013.

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

June 14, 2013 – 9:00 a.m. – 12:00 p.m.

MoDOT, 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Klahr	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	
Luebbert	Chris	MoDOT Traffic and Highway Safety	

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

June 14, 2013 – 9:00 a.m. – 12:00 p.m.

MoDOT, 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Lutner	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	
Plunkett	Angie	Office of State Courts Administrators	
Rembecki	Mark	Division of Alcohol and Drug Abuse	<i>Mark Rembecki</i>
Tracy	Robertson	Missouri Department of Revenue Driver License Bureau	<i>Tracy Robertson</i>
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	<i>Jackie Rogers</i>
Scroggins	Dwight	Prosecuting Attorney – Buchanan Co	
Smith	Greg	Missouri State Highway Patrol	<i>Greg Smith</i>
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	

SUMMARY OF NEW IGNITION INTERLOCK DEVICE (IID) AND LIMITED DRIVING PRIVILEGE (LDP) PROVISIONS

*** SENATE BILLS 23, 43, AND 480**
STAGGERED EFFECTIVE DATES 2013 - 2014

Senate Bills 23 and 43, passed in the 2013 Legislative Session, amend Senate Bill 480, which was passed in the 2012 session (but not yet effective when amended in the 2013 session).

Section 302.309 limited driving privilege (LDP) provisions of Senate Bills 23 and 43 will be effective July, 2013; the remainder of the provisions will be effective March 4, 2014.

Senate Bill 480 contains provisions that will be effective only between the dates of October 1, 2013 and March 3, 2014. These cover restricted driving privileges (RDP) in *Sections 302.304 and 302.525, RSMo*, and certain license reinstatement requirements, *Sections 302.060, 302.304, and 302.525, RSMo*

NOTE: On March 4, 2014, Senate Bills 23 and 43 will repeal and replace all provisions of Senate Bill 480 relating to restricted driving privileges (RDP) and license reinstatement.

The timeline is as follows:

July, 2013—§ 302.309 LDP provisions *only* amended

October 1, 2013—§ 302.060 (5- and 10-yr. license denial reinstatement) and §§ 302.304 and 302.525 (“first” intoxication Point suspension and AD suspension restricted driving privilege (RDP) and reinstatement provisions amended.

March 4, 2014—§§302.060, 302.304, 302.325, 577.041. *RSMo* provisions amended.

These bills substantially impact the requirement for Ignition Interlock Device (IID) installation for intoxication-related offenders, and revise provisions for license reinstatement and issuance of limited and restricted driving privileges.

Highlights include:

- ◆ Adds new camera and GPS requirement for 5-year and 10-year denial offenders, for LDP or reinstatement;
- ◆ Adds new ignition interlock device (IID) monitoring requirement for certain offenders;
- ◆ Imposes sanctions for IID “violations” committed during required IID installation period;
- ◆ Reduces or eliminates traditional “hard walk” suspension periods for LDP and RDP issuance, if IID installed;
- ◆ Will permit LDP issuance on Administrative Alcohol revocation actions after 45-day suspension;
- ◆ Will permit LDP issuance on a second or subsequent Chemical Refusal revocation, after 90-day suspension.

IGNITION INTERLOCK DEVICE (IID)

****PROVISIONS EFFECTIVE****

OCTOBER 1, 2013 – MARCH 3, 2014

ONLY

SENATE BILL 480

SECTIONS 302.060, 302.304 AND 302.525, RSMo

Senate Bill 480 provisions have an effective date of October 1, 2013. HOWEVER. Senate Bills 23 and 43 repeal and replace the following provisions of Senate Bill 480 on March 4, 2014.

Restricted Driving Privileges (RDP)

Ignition Interlock Optional

Sections 302.304, 302.525, RSMo

1st Point suspension (*Section 302.304 RSMo*) triggered by an intoxication-related conviction, or

1st Administrative Alcohol suspension (*Section 302.525.2 RSMo*)

- ◆ Keeps current 30/60 provisions, but adds an option for a driver to obtain a RDP after serving 15 days of suspension (75-day RDP) *if* IID installed
- ◆ If the offender chooses this option, he or she must have no reported IID “violations reset” during the 75-day period of IID installation. If a violation is noted, the required period of RDP with IID is extended an additional 75 days *with no violations*.

The license will not be reinstated until monitoring reports verify a continuous 75-day period without IID violation.

- ◆ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (*7 CSR 60-2.010(1)(4)37*)

License Reinstatement **Ignition Interlock Required**

Sections 302.060, 302.304 and 302.525. RSMo

Point suspension or revocation, resulting from 2nd or subsequent alcohol or drug related offense
§ 302.304.17, RSMo

Administrative Alcohol revocation or suspension, with prior “alcohol-related enforcement contact” as defined in § 302.525.3, RSMo § 302.525.5, RSMo

Five-Year Denial § 302.060.1(10), RSMo

Ten-Year Denial § 302.060.1(9), RSMo

Revised June 2013

Ignition Interlock Device

♦ All the above require ignition interlock device (IID) installation for a six-month period following date of license reinstatement (*not* date *eligible* for reinstatement).

♦ If any IID “violations reset” during the six-month period, an additional six-months of IID installation required

♦ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (7 CSR 60-2.010(1)(4)37)

♦ “Photo identifying technology” (camera) and GPS features on ignition interlock device (IID) required for 5- and 10-year reinstatement

Ignition Interlock Device (IID) “Violations Reset”

What the statutory provisions provide:

- Confirmed* BAC over setpoint of .025%
- Evidence of device tampering
- Evidence of device circumvention

As defined by MoDot Rule at 7 CSR 60-2.010(1)(4)37 as:

- A. Two 15-minute temporary lockouts within a 30-day period
 - B. Any 3 refusals to provide a retest sample within a 30-day period
 - C. Any 3 retest breath samples over .025% within a 30-day period
 - D. Any attempts to circumvent or tamper with a device
- ♦ “Service reminder” on the IID device is activated on a “violations reset” event. Temporary device lockout results and driver is advised by the device to bring vehicle in to provider to reset. Violation is logged on monthly IID monitoring report.
 - ♦ Rules filed 04-15-13; effective 10-30-13

IGNITION INTERLOCK DEVICE (IID)

****EFFECTIVE MARCH 4, 2014****

CHAPTER 302 RSMo; SECTION 577.041 RSMo

Restricted Driving Privileges (RDP)

Sections 302.304, 302.525, RSMo

1st Point Suspension (resulting from alcohol or drug offense)

Section 302.304, RSMo

1st Administrative Alcohol Suspension (1st in five years)

Section 302.525, RSMo

- ◆ Option for a driver to obtain a RDP from day “one” (90-day RDP) *if* IID installed
- ◆ If the offender chooses this option, he or she must have no reported IID “violations reset” during the 90-day period of IID installation. If a violation is noted, the required period of RDP with IID installation is extended an additional 30 days.
- ◆ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (7 CSR 60-2.010(1)(A)37)

Limited Driving Privileges (LDP)

Section 302.309, RSMo

- ◆ Five-year limitation on LDP issuance repealed;
- ◆ Offenders now eligible for a LDP on Administrative Alcohol revocations, after 45-day “hard walk” *if* Ignition Interlock Device (IID) installed;
- ◆ Offenders now eligible for a LDP on a 2nd or subsequent Chemical Refusal revocation, after serving an initial 90-day “hard walk” suspension period, *if* Ignition Interlock Device (IID) installed (and otherwise eligible);
- ◆ “Two-Refusal” ineligibility for other LDP applicants has been eliminated;
- ◆ Ignition Interlock Device (IID) installation now required for 1st Chemical Refusal LDPs
- ◆ Ignition Interlock Device (IID) installation is required for LDPs for five- and ten-year denials; point revocation triggered by second intoxication-related offense; administrative alcohol revocation; and chemical refusal revocation.
- ◆ Camera and GPS features for IID required for five- and ten-year denial LDPs

Five- and Ten-Year Denial Limited Privileges

Section 302.309.3(8)(a) and (b) RSMo

- ◆ Camera and GPS features on Ignition Interlock Device (IID) required for five- and ten-year LDPs.
- ◆ Eliminates two-year “hard walk” prior to LDP eligibility on five-year denial (now eligible from day “one”), with IID installation (subject to initial 30-day “hard-walk” suspension resulting from DWI or BAC conviction which triggered);
- ◆ Eliminates three-year “hard walk” prior to LDP eligibility on ten-year denial (0 days), with IID installation (subject to initial 30-day “hard walk” suspension resulting from DWI or BAC conviction which triggered);
- ◆ Eliminates requirement for criminal history checks for five- and ten-year denial LDP applications;
- ◆ Applicants must be “otherwise eligible” for a LDP under *Section 302.309 RSMo* (i.e., no felony, etc.). If not eligible, must apply to a DWI Court for LDP issuance.

New provisions require a court to (“*shall*”) grant the LDP if:

1. Applicant is otherwise eligible
2. Has filed proof of ignition interlock installation
3. Has no “alcohol-related enforcement contacts” since last conviction that triggered denial

However, the applicant must still present evidence *satisfactory to the court* that the person’s habits and conduct show they no longer pose a threat to the public safety.

License Reinstatement

Sections 302.060, 302.304, 302.525, and 577.041, RSMo

Ignition Interlock Device Required for:

Point revocation, with prior “alcohol-related enforcement contact” (as defined in § 302.525.3 RSMo) § 302.304.7, RSMo

AD revocation or AD suspension, with prior “alcohol-related enforcement contact” § 302.525.2(2), RSMo

Chemical Refusal revocation, with prior “alcohol-related enforcement contact” § 577.041.10, RSMo

Five-Year Denial § 302.060.1(10), RSMo (court shall order reinstatement, if otherwise qualified);

Ten-Year Denial § 302.060.1(9), RSMo (court shall order, reinstatement, if otherwise qualified)

◆ For **five- and ten-year reinstatement**--courts are required to *make a finding* as to whether the applicant’s habits and conduct show they no longer pose a threat to the public safety, and review results of a criminal history check (§ 302.060.3, RSMo). Camera and GPS features required on IID.

◆ All above reinstatements require ignition interlock device (IID) installation for a six-month period following date of license reinstatement (*not* date eligible for reinstatement).

◆ If any IID “violations reset” during the six-month period, an additional six-months of IID installation required

◆ “Violations reset” as defined by MoDot Rule for ignition interlock monitoring purposes (7 CSR 60-2.010(1)(4)37)

Court-Ordered Ignition Interlock

Section 577.600 RSMo

- May order on first “intoxication-related traffic offense” as defined in *Section 577.023.1(4) RSMo*, upon plea or finding of guilt (includes SIS disposition);
- Court shall order on second or subsequent offense;
- Cost – Court may order fine be reduced by cost of device. *Section 577.602 RSMo*.

Minimum Period for Court-Ordered Ignition Interlock:

Must require for a minimum six-month period from date of license reinstatement (not date *eligible* for reinstatement), whether or not the offender is currently eligible. The act of reinstatement commences the running of the six-month period.

Court-Ordered Interlock for Limited Driving Privilege:

Where granted to applicant with second or subsequent intoxication-related offense, *must* require IID for term of LDP.

Proof of IID Installation with Department of Revenue (Administrative):

Proof of installation of an IID upon conviction for certain alcohol-related offenses as a condition of license reinstatement **or** for the issuance of restricted or limited driving privileges for repeat offenders is required administratively. These provisions are in addition to the court-ordered requirements found in *Section 577.600 RSMo*. Installation is required for a minimum six-month period from the date of reinstatement.

A licensee is *required* to file proof of installation of an ignition interlock device with the Department of Revenue for:

See Appendix section for the following form:

CR105 – Order to Install Ignition Interlock Device

Ignition Interlock Device (IID) “Violations Reset” (As defined by MoDOT Rule, 7 CSR 60-2.010(1)(A)37)

What the statutory provisions provide:

-*Confirmed* BAC over setpoint of .025%
-Evidence of device tampering
-Evidence of device circumvention

As defined by MoDot Rule at 7 CSR 60-2.010(1)(A)37 as:

- A. Two 15-minute temporary lockouts within a 30-day period
 - B. Any 3 refusals to provide a retest sample within a 30-day period
 - C. Any 3 retest breath samples over .025% within a 30-day period
 - D. Any attempts to circumvent or tamper with a device
- ♦ “Service reminder” on the IID device is activated on a “violations reset” event. Temporary device lockout results and driver is advised by the device to bring vehicle in to provider to reset. Violation is logged on monthly IID monitoring report.

MISSOURI COALITION FOR ROADWAY SAFETY	
MEETING TITLE: Missouri Coalition for Roadway Safety Impaired Driving Subcommittee Meeting DATE: November 1, 2013 TIME: 9:00 a.m. – 12:00 p.m. LOCATION: MoDOT, Purple Room, 830 MoDOT Drive, Jefferson City, Missouri	
MEMBERS (an X indicates the member was in attendance)	
<input checked="" type="checkbox"/> Dwight Scroggins, Buchanan County Prosecutor <input checked="" type="checkbox"/> Gena Ahlers, Department of Revenue <input type="checkbox"/> Mike Boland, Mothers Against Drunk Driving <input type="checkbox"/> Jim Chenault, Department of Revenue <input type="checkbox"/> Susan de Courcy, NHTSA <input checked="" type="checkbox"/> Mark Rembecki, Division of Alcohol and Drug Abuse <input type="checkbox"/> Dale Findlay <input checked="" type="checkbox"/> Susan Glass, Missouri Office of Prosecution Services <input checked="" type="checkbox"/> Chuck Gooch, Department of Revenue <input type="checkbox"/> Meghan Carter, Mothers Against Drunk Driving <input type="checkbox"/> Gene Lacy, Division of Alcohol and Tobacco Control <input checked="" type="checkbox"/> Chris Luebbert, MoDOT Traffic & Highway Safety	<input type="checkbox"/> Sheldon Lineback, Missouri Police Chiefs Association <input type="checkbox"/> Brian Lutmer, Department of Health & Senior Services <input checked="" type="checkbox"/> Bud Balke, Mothers Against Drunk Driving <input checked="" type="checkbox"/> Angie Plunkett, Office of State Court Administrators <input checked="" type="checkbox"/> Jackie Rogers, MoDOT Traffic & Highway Safety <input checked="" type="checkbox"/> Captain Greg Smith, Missouri State Highway Patrol <input type="checkbox"/> Andrea Spillars, Missouri Department of Public Safety <input type="checkbox"/> Carrie Wolken, MoDOT Traffic & Highway Safety <input checked="" type="checkbox"/> Tracy Robertson, Department of Revenue <input type="checkbox"/> Cheryl West, Safety Council of the Ozarks <input type="checkbox"/> Tracey Durbin, Missouri Safety Center
Guests in Attendance	
<input checked="" type="checkbox"/> Bill Whitfield, MoDOT Traffic & Highway Safety	
KEY POINTS	

Welcome and Introductions:

Meeting was called to order by Dwight Scroggins at 9:10 am.

Self introductions were done by attendees.

Hospitals and blood draws: Susan Glass stated many hospitals still do not want to draw blood. Jackie stated some LE departments have stated they want to conduct blood draws. Jackie and Susan will work on this issue. Dwight stated they have trained EMS/nurse personnel available he believes it is a better process than training LE personnel to draw blood. Dwight believes that those officers would not be able to maintain a level of proficiency. Buchanan County pays \$100.00 to have a nurse on call to conduct a minimum of 5 draws. They average 5 blood draws per month. They may use up to \$500.00 per month. This is a process they have had in place for 3 years. Chuck Gooch believes this is a good process for metro areas. Nurse has never had to testify as a witness on these cases.

E-Warrant Program: Susan stated she has funds (\$6,000.00) to purchase equipment for agencies to conduct e-warrants she has 10 iPads on hand for distribution. Platte County is currently the only agency using the equipment provided by Susan they have 4 iPads. Boone County was going to use the equipment but it has fallen through at this time. A lot of interest has been shown for the program. Susan has drawn up an application (MOU) for agencies that are interested in obtaining iPads. Two handouts were provided by Susan one for an MOU and an application for equipment to support E-Warrant. Crash data should be reviewed before equipment is issued to an agency make sure the numbers justify the need. Chuck suggested language stating authority for electronic signatures. Captain Smith asked how e signatures are being done is there a standard MSHP could use. Susan did not know of any programs specifically used for e-signatures. Dwight has 3 ways warrants are done electronically iPad etc, fax, or phone/phone app. Susan will check with Amy in Platte County on how they are using e-signatures. Dwight is not aware of anyone contesting the e-signatures. Most e-warrants used on injury crashes and felony arrests. Dwight stated you just don't try cases if you have breath or

blood tests. E-Warrant would be beneficial if we could get Jackson County, St. Louis City County and St. Charles County on board with this program. Susan stated more rural areas would benefit from this to reduce the drive time. Captain Smith has an article written by Morley Swingle discussing the issues with iPad use and e-warrants. Budd suggested that Platte County present at Susan's spring conference to share with the group how this program has worked. Jackie provided a motion to approve memorandum of understanding seconded by Captain Smith all voted in favor.

Impaired Driving Plan: Jackie handed out copies of the new version of the Impaired Driving Strategic Plan. Highway Safety has not received formal notification that plan has been approved but to date no questions have been requested from NHTSA and the FY'14 grant was approved. Jackie asked the group to look at their sections to make sure all issues have been covered. She also asked group to look at program evaluation performance measures and benchmarks pages 35 and 36. She would like for the group to respond back to her by December 1, 2013. She suggested we update the document on an annual basis to keep the document current for MAP 21 requirements. Jackie focused on page 26 that covers the DWI courts and the 169% increase in these type courts. Angie Plunkett stated that funding reductions have caused a decline in the number of participants in DWI courts.

Discussion was held regarding the removal of the GPS function of the IID this would reduce the dollar amount of the unit. Because of the GPS requirement Angie stated a number of people are foregoing their LDP. Discussion was held regarding the data charts on page 36 clean up and clarification needs to be done regarding the charge codes. Change drunk driving from arrests to convictions motion made by Bud seconded by Jackie motion passed.

Breath Instrument Upgrade: Jackie updated the group on the purchase of the new BA instruments. MSHP purchased 170 new instruments. Safety Center is purchasing 240 for statewide distribution. These will be in the field within the next two years.

Uniform Complaint Form and DWITS: An issue has arisen in Jackson County an argument brought forth by Jeff Eastman. Jackson County has a judge refusing to recognize case as prior because nothing is on UCF or DWITS is stating prior plea or conviction document does not show actual results. Do we need to add a field to UCF (uniform citation form) or a field in DWITS to show prior conviction? Susan handed out two examples of what is being questioned State v. Craig; 287 S.S.3d 676. Tracy thought record of conviction has the actual results. Dwight suggested no action be taken unless a field to DWITS could be easily added. Committee is to take no action at this time.

Legislation: Susan stated legislation on the revision of the criminal code is still proceeding. Dwight wants a scanned version of the Bill and the parts that apply to DWI part 577.010(023). Tracy will send this information to Jackie and she can forward to committee members that need this information. There are some proposals on GPS and IID per Chuck Gooch. Proposed amendments to 302.535 and 577.037 are a concern for DOR.

Round Table Discussion: Mark Rembecki's group is doing a complete analysis/review of SATOP. They are working with DWI courts to revise the SROP to include use of Medicaid programs. Currently 94 SROP sites in the state. Add an extra grid on page 36 explaining the meaning of the acronyms. A motion was made by Chuck Gooch to amend plan to include description of various SATOP programs. Seconded by Tracy Robertson, motion passed. Chuck suggested more focus on minor offenders (below age 21) with a high BAC level .15 or above, even a first offense on a minor should be considered red flag. Mark stated the recidivism rate among minors is high. MADD is trying different methods to empower prosecutors in Jackson County to change charge codes. Dwight reported that no field sobriety tests are being done in Buchanan County this includes City, County and State LE personnel. This will be in effect for a one year period of time for MSHP. At the end of one year process will be evaluated by MSHP.

Jackie discussed federal guidelines for structure of Impaired Driving committee. MAP 21 wants some formal charter structure. Dwight volunteered to put something together on this structure and work on it.

deCourcy. Group wants to see if Susan deCourcy has a sample another state has put together as a guide for review.

Motion was made to adjourn by Bud Balke seconded by Gena Ahlers motion passed.

Action Items:	Responsible:
Discussion about charge codes to be used as benchmarks in the plan. Agenda item for next meeting.	Jackie will send OSCA link to members so they can review the annual reports and look at the charge charges and corresponding data.
Discuss performance measures and benchmarks make sure we have right data for calendar year.	Group discussion
Amend plan to include better explanation of SATOP program and acronyms page 36.	Jackie
Review of committee structure on next meeting agenda to meet MAP 21 requirements	Dwight Scroggins and Susan deCourcy
Review current committee members to determine if list needs modification	Jackie will contact DOC for a member of the probation office staff and Kelly Jackson for communications (PI&E)
Captain Smith will check with Captain Jones to see if he can serve on committee	Captain Smith
Review Subcommittee Members currently listed at next meeting	Group discussion

Next Meeting:

Friday, February 7, 2014 from 9am – 12 pm in the Purple Room at the MoDOT Traffic & Highway Safety Office, 830 MoDOT Drive, Jefferson City, MO.

2 on call judges
2 on call prove.



STATE OF MISSOURI
OFFICE OF PROSECUTION SERVICES

JASON H. LAMB
Executive Director

P. O. Box 899
Jefferson City, MO 65102

Office: (573) 751-0619
Fax: (573) 751-1171

Memorandum of Understanding

The Missouri Office of Prosecution Services (MOPS) and the Platte County Prosecuting Attorney's Office (Platte County) hereby agree as follows:

1. MOPS will purchase and provide to Platte County four iPads to be used primarily to secure search warrants for chemical test samples in impaired driving cases or in impaired driving related trials. These iPads will be purchased through the Traffic Safety Resource Prosecutor program with grant funding provided by the Missouri Department of Transportation, Division of Traffic and Highway Safety.

2. MOPS will purchase the iPads and protective covers only. All applications, other software, or subscription services necessary to draft, review or transmit the search warrants will be the responsibility of Platte County.

3. Because these iPads will be purchased with highway safety funding, they must primarily be used to secure search warrants in cases related to impaired driving or in impaired driving related trials.

4. By accepting these iPads, Platte County agrees to initiate or continue a program whereby a search warrant for a chemical sample is sought in every case in which an impaired driving suspect refuses to submit to a chemical test. Samples must be sought in every case unless there is a compelling reason not to do so.

5. Platte County agrees to track the number of warrants secured using the iPads, the length of time required to secure warrants using the iPads versus the traditional means, the effect of securing warrants by iPad on the rate of chemical test refusals, and the impact on the criminal cases filed. The impact on the criminal cases includes but is not limited to: how quickly plea agreements are reached in cases where a warrant was secured using an iPad, whether guilty pleas are more readily entered where a warrant was secured using an iPad, and whether more guilty verdicts are secured in cases where a warrant was secured using an iPad or where an iPad was used in trial. This information should be tracked for at least one year after the iPads are provided and will be made available to MOPS upon request.

6. Platte County agrees to be responsible for the loss of, damage to, or destruction of the iPads purchased pursuant to this agreement.

7. MOPS reserves the right to recall the iPads if, at any time, it is discovered that they are not primarily being used to secure search warrants in impaired driving cases or in impaired driving related trials.

So agreed this ____ day of _____, 2012.

Deputy Director/Traffic Safety Resource
Prosecutor

Platte County



STATE OF MISSOURI
OFFICE OF PROSECUTION SERVICES

JASON H. LAMB
Executive Director

P. O. Box 899
Jefferson City, MO 65102

Office: (573) 751-0619
Fax: (573) 751-1171

Application for Equipment to Support E-Warrant Program

County: _____

Number of law enforcement agencies in your jurisdiction: _____

Number of impaired driving related arrests made each year for last three years (please include DWI, BAC, and intoxication related assaults, manslaughters and murders; please include numbers from all law enforcement agencies):

What is your officer's current policy and/or practice with regard to securing search warrants for samples for chemical testing in impaired driving related offenses (i.e. do you only seek warrants in crashes with injury, do you seek a warrant in every case in which the suspect refuses, etc.)?

If you do not currently have a no refusal policy in place (i.e. a warrant is secured in every case in which a suspect refuses chemical testing), why not? Are you willing to enact such a policy? Will your law enforcement agencies and courts be supportive of such a policy and be willing to participate in the process?

What kind and what level of technology is currently available to your office, your law enforcement agencies, and your courts to support an electronic search warrant program (i.e. do all relevant parties have access to the internet at necessary locations—home, prosecutor's office, courthouse, law enforcement agencies, law enforcement vehicles, etc.)?

Will your assistant prosecutors, law enforcement officers and judges be willing to participate in training programs regarding how to make the most effective use of technology in securing electronic search warrants?

Does your office have resources available to support an electronic search warrant program beyond the purchase of the hardware (i.e. purchase of necessary subscriptions to internet or wireless services, purchase of necessary applications for use in the process)?

What kind of technology would be most useful to your jurisdiction in setting up an electronic search warrant program (i.e. iPads or other tablets, laptop computers, portable printers, etc.)?

How many of each kind of device would you require in order to set up an effective electronic search warrant program?

Missouri Coalition for Roadway Safety
Impaired Driving Subcommittee Meeting
 November 1, 2013 – 9:00 a.m. – 12:00 p.m.
 MoDOT, 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Lutmer	Brian	MO Dept of Health and Senior Services	
McClintic	Aaron	Missouri Office of Prosecution Services	
Plunkett	Angie	Office of State Courts Administrators	<i>Angie Plunkett</i>
Rembecki	Mark	Division of Alcohol and Drug Abuse <i>Behavioral Health</i>	<i>Mark Rembecki</i>
Tracy	Robertson	Missouri Department of Revenue Driver License Bureau	<i>Dee Robertson</i>
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	<i>Jackie Rogers</i>
Scroggins	Dwight	Prosecuting Attorney – Buchanan Co	<i>Dwight Scroggins</i>
Smith	Greg	Missouri State Highway Patrol	<i>Greg Smith</i>
Spillars	Andrea	Missouri Department of Public Safety	
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
<i>Wolken</i>			<i>Bill Wolken</i>
<i>Luebbert</i>	Chris	MoDOT	<i>Chris Luebbert</i>
<i>Athlers</i>	Jana	DOH	<i>Jana Athlers</i>

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

November 1, 2013 - 9:00 a.m. - 12:00 p.m.

MoDOT 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Ahlers	Gena	Department of Revenue	
Balke	Bud	Mothers Against Drunk Driving	<i>Herman E. (Bud) Balke</i>
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	
Findlay	Dale	Missouri Safety Council	
Glass	Susan	Missouri Office of Prosecution Services	<i>W</i>
Gooch	Chuck	Department of Revenue, General Counsel's Office	<i>[Signature]</i>
Klaib	James	Department of Public Safety	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	
Luebbert	Chris	MoDOT Traffic and Highway Safety	

MISSOURI COALITION FOR ROADWAY SAFETY	
MEETING TITLE: Missouri Coalition for Roadway Safety Impaired Driving Subcommittee Meeting DATE: March 28, 2014 TIME: 9:00 a.m. – 12:00 p.m. LOCATION: MoDOT, Purple Room, 830 MoDOT Drive, Jefferson City, Missouri	
MEMBERS (an X indicates the member was in attendance)	
<input checked="" type="checkbox"/> Dwight Scroggins, Buchanan County Prosecutor <input checked="" type="checkbox"/> Gena Ahlers, Department of Revenue <input type="checkbox"/> Mike Boland, Mothers Against Drunk Driving <input type="checkbox"/> Jim Chenault, Department of Revenue <input type="checkbox"/> Susan de Courcy, NHTSA <input type="checkbox"/> Mark Rembecki, Division of Alcohol and Drug Abuse <input checked="" type="checkbox"/> Susan Glass, Missouri Office of Prosecution Services <input checked="" type="checkbox"/> Chuck Gooch, Department of Revenue <input type="checkbox"/> Meghan Carter, Mothers Against Drunk Driving <input type="checkbox"/> Gene Lacy, Division of Alcohol and Tobacco Control <input checked="" type="checkbox"/> Tracey Durbin, Missouri Safety Center	<input type="checkbox"/> Sheldon Lineback, Missouri Police Chiefs Association <input type="checkbox"/> Brian Lutmer, Department of Health & Senior Services <input checked="" type="checkbox"/> Bud Balke, Mothers Against Drunk Driving <input type="checkbox"/> Angie Plunkett, Office of State Court Administrators <input checked="" type="checkbox"/> Jackie Rogers, MoDOT Traffic & Highway Safety <input checked="" type="checkbox"/> Captain Greg Smith, Missouri State Highway Patrol <input type="checkbox"/> Andrea Spillars, Missouri Department of Public Safety <input type="checkbox"/> Carrie Wolken, MoDOT Traffic & Highway Safety <input checked="" type="checkbox"/> Tracy Robertson, Department of Revenue <input type="checkbox"/> Cheryl West, Safety Council of the Ozarks <input checked="" type="checkbox"/> Stephanie Watson, Missouri Office of Prosecution Svcs
Guests in Attendance	
<input checked="" type="checkbox"/> Hardy Menees, City of St. John Prosecuting Attorney <input checked="" type="checkbox"/> Jackie Bemboom, Department of Revenue <input checked="" type="checkbox"/> John Mollenkamp, Department of Revenue <input checked="" type="checkbox"/> Cindy Kliethermes, Department of Mental Health <div style="text-align: right;">Division of Alcohol and Drug Abuse</div>	<input checked="" type="checkbox"/> Don DeBoard, Missouri Safety Center <input checked="" type="checkbox"/> Leanna Depue, MoDOT Traffic & Highway Safety <input checked="" type="checkbox"/> Scott Jones, MoDOT Traffic & Highway Safety <input checked="" type="checkbox"/> Marcus Holmes, MoDOT Traffic & Highway Safety <input checked="" type="checkbox"/> Brenda Ahlers, MoDOT Traffic & Highway Safety
KEY POINTS	

Welcome and Introductions:

Meeting was called to order by Captain Greg Smith and self-introductions were done by each attendee.

Special Recognition:

Bud Balke, on behalf of MADD, presented a plaque and gave special recognition to Tracy Robertson, Chuck Gooch, and Jackie Rogers for all of their work on implementation of the Ignition Interlock Program in the State of Missouri. Dr. Leanna Depue, Highway Safety Director, and John Mollenkamp, Acting Director Department of Revenue, gave additional comments and thanked them and the committee.

Primary Safety Belt Appeal: (Hardy Menees, St. John Attorney at Law)

Hardy Menees, City of St. John Prosecuting Attorney, gave a presentation regarding a City of St. John primary seat belt ordinance appeals case. A traffic stop was initiated and the defendant was issued a ticket for violation of the City of St. John's Primary Seat Belt Ordinance along with other charges. The Defense Attorney tried the case on a stipulation of multiple offenses; challenged the constitutionality of the ordinance and made a motion to dismiss the case. Judge Smith ruled that the City of St. John Seat Belt Ordinance is constitutional, therefore declared valid and enforceable by Circuit Court of St. Louis County. The case is now being appealed and the orals will be presented to the Eastern District Court of Appeals the first week of May. It could take 4-6 weeks for a decision from the Court. If the City of St. John wins the case, and the Supreme Court doesn't take the transfer, we could see several municipalities pass a primary seat belt ordinances for their city. Hardy passed out handouts to the committee and gave a copy of the briefs to Dr. Leanna Depue. Hardy stated that he will be sending the 39 municipalities with a primary seat belt ordinance a copy of the briefs as well.

Approval of Minutes:

Motion made by Susan Glass seconded by Tracy Durbin for approval of the meeting minutes from the November 1, 2013 meeting.

Update from Missouri Safety Center on Impaired Driving Program:

Tracy gave an update on the breath instrument upgrade placement. As of March 25th, 174 of the 178 agencies MOA have been received still waiting on Warrenton, Waynesville, Potosi and Troy. Of the 174 agencies, 68 of those agencies have been updated with the instrument of their choice. Other numbers: 87 ECIR II; 105 DMT; and 32 Intoxilyzer 8000. ASIV not a new instrument, 50 or 65 have come in, they have new software being put in them and will be reissued to departments.

Tracy stated that there are 196 SFST Instructors in the State of Missouri. New guidelines were established and put in place July 2013. Instructors are required every two years to teach 8 hours to stay certified. Instructor's hours are being reported and entered in a database. On March 31, Tracy and Joe Armistead are meeting with POST to discuss 3rd party licensure to teach SFST in the Academy. The last of the classes in St. Louis will end in May for Type II Instructors on the new breath instruments; MSC will host all of the other classes for the rest of the State. MHSP has a few troops left to train Type II Instructors.

Tracy also stated that as of March 1st there are 181 active certified DREs in the State of Missouri. There are 12 candidates signed up for the April class at the MSHP. After passing the class, their evaluations will be done in the State of Arizona. A grant from the Office of Highway Safety will pay for the candidate's hotel and airfare and the candidates or their agency will be responsible for their meals and other transportation. There will be enough DRE equipment to distribute to this class however; the next class in September will need DRE equipment which will fall under the Buy America Act.

Dwight wanted to know if we could get the total number of evaluations conducted by DREs in the State of Missouri. Tracy Durbin will try to get these numbers and Tracy Robertson will try to get the conviction rate numbers. MSHP or OSCA could possibly get the numbers as well. Dwight wants to see if there is a trend.

Bob Welsh is receiving the Public Service Award for NHTSA's Region 7 at the 2014 Lifesavers Conference Award Banquet.

Statewide No Refusal Event:

MADD national is doing workshops around the country about no refusal. The workshop focuses on increasing enforcement efforts and media involvement to help get more jurisdictions to implement no refusal. Susan Glass suggested a Statewide No Refusal Event for the July 4th holiday period asking all counties in the state to participate in some kind of no refusal event, i.e. checkpoint or weekend enforcement effort, and then do media blitz regarding those events. The suggestion was supported by subcommittee members.

Drive Sober Get Pulled Over Campaign:

Jackie shared the new *Drive Sober Get Pulled Over* "Choose Your Ride" campaign poster and radio spot. The campaign was implemented in March 2014. Several press conferences were held around the State of Missouri.

Charge Codes for Strategic Plan:

Greg went over the charge codes to be utilized for the benchmarks in the strategic plan. The committee selected the following to include in the plan as benchmarks: all charge codes under 577.010 and 577.012 by Associate and Circuit Level and appropriate Ordinance violations. Dwight would like for OSCA to give a presentation on the charge code data at the next meeting. Such as: What percentage of the pop in the state is covered by the JIS?, What are the ordinance violations?, Does the guilty plea include SIS?, Disposed included (SIS)?.

Legislation:

Jackie stated that MoDOT Traffic and Highway Safety Division received an unofficial review by NHTSA on the section 164 compliance with language in Senate Bill 491 and House Bill 1371. NHTSA 40561 Page 19

that SB491 will meet the federal requirements while HB1371 would put the state out of compliance with Section 164.

Chuck gave an update on the breath alcohol rules that were published. Many have seen motions from the defense bar challenging the calibration of breath testing instruments. He mentioned that Susan Glass published a good article in the March 2014 issue of Traffic Safety News regarding this issue. Jackie will forward the newsletter to subcommittee members.

Round Table:

Dwight gave an update on St. Joseph area project in which the officers are not conducting the SFSTs and are utilizing PBTs and then breath or blood test. The project is going well. Each of the law enforcement agencies participating started at different times and they would like to have a full year of data before reporting results on the project.

Chuck stated that the new administrative rules for the ignition interlock program will take effective March 30.

Action Items:	Responsible:
3 Year Trend of DRE Evaluations by State and by Region	Tracey Durbin will get data and Jackie Rogers will send to committee members
Charge Code Data for Drug Impaired Driving 3 years of Data	Jackie Rogers will put data in charts for the strategic plan
Presentation by OSAC regarding Charge Code Data at the next meeting	Jackie Rogers will contact OSCA
Forward Traffic Safety Newsletter to all committee members	Jackie Rogers will send to committee members

Next Meeting:

Friday May 30, 2014 from 9:00 am – 12:00 noon in the Purple Room at the MoDOT Traffic & Highway Safety Division, 830 MoDOT Drive, Jefferson City MO

Missouri Judiciary Criminal System
Selected Alcohol Related Charges Filed and Disposed
Circuit Level
Fiscal Year 2009

Guilty Outcomes

Statewide Totals	Charge	Statute	Type/Class	Description	Filed	Disposed	By Jury	By Court	Guilty Plea	Total
Statewide	10035	565.021	Fei A	Murder 2nd degree - vehicular - intoxicated	4	3	0	0	3	3
Statewide	10053	565.024	Fei C	Involuntary manslaughter - vehicular - intoxicated	25	39	0	0	27	27
Statewide	10054	306.111	Fei C	Involuntary manslaughter - watercraft	0	0	0	0	0	0
Statewide	10056	565.024	Fei B	Involuntary manslaughter - death of a nonpassenger/veh or more persons/BAC .18% or more	34	31	3	1	21	25
Statewide	10058	565.024	Fei A	Involuntary manslaughter - death of a nonpassenger/veh or more persons/BAC .18% or more - 2nd/sub ofns	2	1	0	0	0	0
Statewide	10060	565.024	Fei B	Involuntary manslaughter - 1st degree - Oper mtr veh w/crim neg in viol Sec 304.022.2 - cause death of person auth oper enter veh	4	0	0	0	0	0
Statewide	10071	565.024	Fei A	Involuntary manslaughter - 1st degree - Oper mtr veh w/crim neg in viol Sec 304.022.2 - cause death of person auth oper enter veh	0	0	0	0	0	0
Statewide	10072	565.024	Fei B	Involuntary manslaughter - 1st degree - Oper mtr veh w/crim neg in viol Sec 304.022.2 - cause death of person auth oper enter veh	0	0	0	0	0	0
Statewide	10075	565.024	Fei C	Involuntary manslaughter - vessel - intoxicated (Effective 8/28/2008)	0	0	0	0	0	0
Statewide	13033	565.060	Fei C	Assault 2nd degree - operate vehicle while intoxicated resulting in injury	482	424	0	5	328	333
Statewide	13034	306.111	Fei D	Assault - vessel - 2nd degree	0	0	0	0	0	0
Statewide	13133	565.082	Fei B	Assault on l/e, e/p, p&p while intoxicated (alcohol/drug) - vehicular	1	4	0	0	4	4
Statewide	13134	565.082	Fei B	Assault on l/e, e/p, p&p while intoxicated (alcohol/drug) - vessel	0	0	0	0	0	0
Statewide	46661	302.321	Misd A	Operated motor vehicle on highway while driving license/privilege revoked (revoked for abuse and lose law)	216	216	1	1	170	172
Statewide	46662	302.321	Misd A	Operated motor vehicle on hwy while driv lic/priv revkd (revkd for points/fail to submit to chem test)	242	266	2	0	131	133
Statewide	46681	302.321	Fei D	Oper motor vehicle on hwy while driver license/priv revoked (revoked for abuse and lose law)	43	40	0	0	27	27
Statewide	46683	302.321	Fei D	Oper motor vehicle on hwy while driv license/priv revoked (revoked for points/failure to submit to chemical test)	214	190	0	0	140	140
Statewide	46688	302.321	Misd A	Oper mtr veh on hwy while driver license/privilege revoked (revoked for prob cause of .08% and zero tolerance)	71	72	0	0	34	34
Statewide	46690	302.321	Misd A	Oper mtr veh on hwy while driver license/privilege revoked (suspnd for prob cause of .08% BAC and zero tolerance)	56	49	0	1	27	28
Statewide	46692	302.321	Fei D	Oper mtr veh on hwy while driver license/privilege revoked (revoked for prob cause of .08% and zero tolerance)	68	44	0	0	34	34
Statewide	46694	302.321	Fei D	Oper mtr veh on hwy while driver lic/priv revkd (suspnd for prob cause of .08% BAC and zero tolerance)	29	18	0	0	14	14
Statewide	47072	304.013	Misd C	Oper ATV while under the influence of alcohol	0	0	0	0	0	0
Statewide	47406	577.203	Misd A	Oper/lightcrew member of aircraft under infl of alcohol bac/consumpt w/8 hrs prior to flight - 2nd offense	0	0	0	0	0	0
Statewide	47407	577.203	Misd C	Oper/lightcrew member of aircraft under infl of alcohol bac/consumpt w/8 hrs prior to flight - 1st offense	0	0	0	0	0	0
Statewide	47410	577.010	Fei D	DWI - alcohol - persistent offender	1,544	1,400	8	4	1,268	1,270
Statewide	47415	577.010	Misd A	DWI - alcohol - prior offender	100	238	1	1	204	206
Statewide	47417	577.010	Fei B	DWI - alcohol - chronic offender	372	230	8	1	176	185
Statewide	47418	577.010	Fei B	DWI - alcohol - aggravated offender	635	653	7	1	593	601
Statewide	47420	577.010	Misd B	DWI - alcohol	523	697	7	4	566	567
Statewide	47423	577.010	Fei B	DWI - drug intoxication - chronic offender	6	5	1	0	3	4
Statewide	47427	577.010	Fei C	DWI - drug intoxication - aggravated offender	11	14	0	1	10	11
Statewide	47430	577.010	Fei D	DWI - drug intoxication - persistent offender	46	36	1	0	30	31

Missouri Judiciary Criminal System
Selected Alcohol Related Charges Filed and Disposed
Circuit Level
Fiscal Year 2009

Statewide Totals			Charge	Statute	Type/Class	Description	Filed	Disposed	By Jury	By Court	Guilty Plea	Guilty	Total
Statewide	47435	577.010	Misd	A	DWI - drug intoxication - prior offender		9	9	0	0	0	7	7
Statewide	47440	577.010	Misd	B	DWI - drug intoxication		60	51	0	0	0	38	38
Statewide	47443	577.010	Fel	B	DWI - combined alcohol/drug intoxication - chronic offender		13	8	0	0	0	7	7
Statewide	47447	577.010	Fel	C	DWI - combined alcohol/drug intoxication - aggravated offender		6	17	0	0	0	17	17
Statewide	47450	577.010	Fel	D	DWI - combined alcohol/drug intoxication - persistent offender		112	105	2	0	0	93	95
Statewide	47455	577.010	Misd	A	DWI - combined alcohol/drug intoxication - prior offender		3	13	0	0	0	11	11
Statewide	47460	577.010	Misd	B	DWI - combined alcohol/drug intoxication		29	33	0	0	0	25	25
Statewide	47463	577.012	Fel	B	Excessive BAC - chronic offender		3	3	0	0	0	0	0
Statewide	47467	577.012	Fel	C	Excessive BAC - aggravated offender		4	6	0	0	0	3	3
Statewide	47470	577.012	Fel	D	Excessive BAC - persistent offender		4	7	0	0	0	4	4
Statewide	47475	577.012	Misd	A	Excessive BAC - prior offender		2	7	0	0	0	6	6
Statewide	47481	577.012	Misd	B	Excessive BAC		9	26	0	0	0	24	24
Statewide	47485	302.780	Misd		Drive comm vehicle with willful/wanton disregard for safety		0	0	0	0	0	0	0
Statewide	47490	302.780	Misd		Drive comm motor vehicle/BAC over .04%		0	0	0	0	0	0	0
Statewide	47495	302.780	Misd		Drive comm motor vehicle under influence of controlled substance		0	0	0	0	0	0	0
Statewide	47497	577.017	Infrac		Drinking alcoholic beverage while oper moving vehicle upon hwy		6	10	0	0	0	1	1
Statewide	54303	306.110	Misd	B	Operating a motorboat or watercraft while intoxicated		0	1	0	0	0	0	0
Statewide	54305	306.110	Misd	B	Manipulate waterborne device while intoxicated		0	0	0	0	0	0	0
Statewide	54307	306.112	Fel	D	Operating a vessel with excessive BAC - Persistent Offr		0	0	0	0	0	0	0
Statewide	54308	306.112	Misd	A	Operating a vessel with excessive BAC - Prior Offr		0	0	0	0	0	0	0
Statewide	54309	306.112	Misd	B	Operating a vessel with excessive BAC - 1st Offr		0	0	0	0	0	0	0
Statewide	54310	306.111	Fel	D	Operation of a vessel while intoxicated - Persistent Offr		1	1	0	0	0	1	1
Statewide	54311	306.111	Misd	A	Operation of a vessel while intoxicated - Prior Offr		0	0	0	0	0	0	0
Statewide	54312	306.111	Misd	B	Operation of a vessel while intoxicated		2	2	0	0	0	0	0
Statewide	54316	306.111	Fel	B	Operation of a vessel while intoxicated - chronic offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54317	306.111	Fel	C	Operation of a vessel while intoxicated - aggravated offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54318	306.112	Fel	B	Operating a vessel with excessive BAC - chronic offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54319	306.112	Fel	C	Operating a vessel with excessive BAC - aggravated offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54432	306.110	Fel	B	Oper a motorboat or watercraft while intoxicated - chronic offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54433	306.110	Fel	C	Oper a motorboat or watercraft while intoxicated - aggravated offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54434	306.110	Fel	D	Oper a motorboat or watercraft while intoxicated - persistent offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54435	306.110	Misd	A	Oper a motorboat or watercraft while intoxicated - prior offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54441	306.110	Fel	B	Manipulate waterborne device while intoxicated - chronic offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54442	306.110	Fel	C	Manipulate waterborne device while intoxicated - aggravated offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54443	306.110	Fel	D	Manipulate waterborne device while intoxicated - persistent offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	54444	306.110	Misd	A	Manipulate waterborne device while intoxicated - prior offndr (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	90685		Ordin		Oper ATV while under the influence of alcohol (Effective 8/28/2008)		0	0	0	0	0	0	0
Statewide	91095		Ordin		Oper school bus while permit suspended (suspended for failure to pass drug alcohol or chemical test)		0	0	0	0	0	0	0

Missouri Judiciary Criminal System
Selected Alcohol Related Charges Filed and Disposed
Circuit Level
Fiscal Year 2009

Guilty Outcomes

Statewide Totals	Charge	Statute	Type/Class	Description	Filed	Disposed	By Jury	By Court	Guilty Plea	Total
Statewide	91140		Ordin	Oper motor veh on hwy while drivers license/ privilege revoked (for abuse and lose law)	1	0	0	0	0	0
Statewide	91122		Ordin	Oper mtr veh on hwy while driver license/ privilege revoked (revkd for prob cause of .08% BAC and zero tolerance)	0	0	0	0	0	0
Statewide	91127		Ordin	Oper mtr veh on hwy while driver license/privilege revkd (suspend for prob cause .08% BAC and zero tolerance)	0	0	0	0	0	0
Statewide	91410		Ordin	Excessive BAC	2	28	0	0	28	28
Statewide	91415		Ordin	Excessive BAC - prior offender	0	0	0	0	0	0
Statewide	91425		Ordin	Drove comm mtr BAC over .04%	0	0	0	0	0	0
Statewide	91430		Ordin	Drinking alcoholic beverage while operating moving vehicle	2	2	0	0	1	1
Statewide	91435		Ordin	DWI - alcohol	281	199	0	2	135	137
Statewide	91440		Ordin	DWI - alcohol - prior offender	0	2	0	0	2	2
Statewide	91450		Ordin	DWI - drug intoxication	2	3	0	0	2	2
Statewide	91455		Ordin	DWI - drug intoxication - prior offender	0	0	0	0	0	0
Statewide	91465		Ordin	DWI - combined alcohol/drug intoxication	0	0	0	0	0	0
Statewide	91470		Ordin	DWI - combined alcohol/drug intoxication - prior offender	0	0	0	0	0	0
Statewide	91480		Ordin	Fail to comply with court order requiring use of ignition interlock device-1st offns	0	0	0	0	0	0
Statewide	91485		Ordin	Fail to comply with court order requiring use of ignition interlock device-2nd offns	0	0	0	0	0	0
Statewide	91490		Ordin	Violation of ignition interlock restrictions	0	0	0	0	0	0
Statewide	92720		Ordin	Minor in possession	51	32	0	0	18	18
Statewide	92730		Ordin	Public intoxication	1	2	0	0	2	2
Statewide	92735		Ordin	Open container	24	25	0	0	11	11
Statewide	92740		Ordin	Possess alcohol	0	0	0	0	0	0
Statewide	92745		Ordin	Miscellaneous alcohol	6	4	0	0	1	1
Statewide	92750		Ordin	Supplying alcohol to a minor	6	4	0	0	4	4
Statewide Totals:					5,419	5,270	42	22	4,231	4,295

Missouri Judiciary Criminal System
Associate Level
Fiscal Year 2009

Statewide Totals	Charge	Statute	Type/Class	Description	Filed	Disposed	Bound Over/ Certified	By Jury	By Court	Guilty	Plea	Guilty	Total
Statewide	10036	565.021	Fel A	Murder 2nd degree - vehicular - intoxicated	4	3	3	0	0	0	0	0	0
Statewide	10053	565.024	Fel C	Involuntary manslaughter - vehicular - intoxicated	23	16	14	0	0	0	0	0	0
Statewide	10054	306.111	Fel C	Involuntary manslaughter - watercraft	0	0	0	0	0	0	0	0	0
Statewide	10056	565.024	Fel B	Involuntary manslaughter - death of a nonpassenger/two or more persons/BAC 18% or more	29	29	20	0	0	0	0	0	0
Statewide	10058	565.024	Fel A	Involuntary manslaughter - death of a nonpassenger/two or more persons/BAC 18% or more - 2nd/sub offense	2	2	1	0	0	0	0	0	0
Statewide	10060	565.024	Fel B	Involuntary manslaughter - 1st degree - Oper motor veh within neg in viol Sec 304.022.2 - cause death of person auth oper emer veh	2	3	3	0	0	0	0	0	0
Statewide	10071	565.024	Fel A	Involuntary manslaughter - 1st degree - Oper motor veh within neg in viol Sec 304.022.2 - cause death of person auth oper emer veh	0	0	0	0	0	0	0	0	0
Statewide	10072	565.024	Fel B	Involuntary manslaughter - 1st degree - Oper motor veh within neg in viol Sec 304.022.2 - cause death of person auth oper emer veh	0	0	0	0	0	0	0	0	0
Statewide	10075	565.024	Fel C	Involuntary manslaughter - vessel - intoxicated (Effective 8/28/2008)	0	0	0	0	0	0	0	0	0
Statewide	13033	565.060	Fel C	Assault 2nd degree - operate vehicle while intoxicated resulting in injury	494	462	360	0	0	2	2	2	2
Statewide	13034	565.082	Fel B	Assault - vessel - 2nd degree	2	2	0	0	0	0	0	0	0
Statewide	13134	565.082	Fel B	Assault on l/e, e/p, p/p while intoxicated (alcohol/drug) - vehicular (Effective 8/28/2008)	1	0	0	0	0	0	0	0	0
Statewide	46661	302.321	Misd A	Operated motor vehicle on highway while driving license/privilege revoked (revoked for abuse and loss law)	1,411	1,408	141	0	5	1,033	1,038	1,038	1,038
Statewide	46662	302.321	Misd A	Operated motor vehicle on hwy while driv lic/prv revkd (revkd for points/fail to submit to chem test)	4,171	2,885	150	0	9	1,954	1,963	1,963	1,963
Statewide	46681	302.321	Fel D	Oper motor vehicle on hwy while driver license/prv revoked (revoked for abuse and loss law)	63	49	40	0	0	1	1	1	1
Statewide	46683	302.321	Fel D	Oper motor vehicle on hwy while driv license/prv revoked (revoked for points/failure to submit to chemical test)	259	241	204	0	0	11	11	11	11
Statewide	46688	302.321	Misd A	Oper ntr veh on hwy while driver license/privilege revoked (revoked for prob cause of .08% and zero tolerance)	697	536	41	0	1	330	330	331	331
Statewide	46690	302.321	Misd A	Oper ntr veh on hwy while driver lic/prv revkd (suspend for prob cause of .08% BAC and zero tolerance)	1,062	650	30	0	2	364	364	366	366
Statewide	46692	302.321	Fel D	Oper ntr veh on hwy while driver license/privilege revoked (revoked for prob cause of .08% and zero tolerance)	97	85	59	0	0	3	3	3	3
Statewide	46694	302.321	Fel D	Oper ntr veh on hwy while driver lic/prv revkd (suspend for prob cause of .08% BAC and zero tolerance)	42	33	27	0	0	1	1	1	1
Statewide	47072	304.013	Misd C	Oper flightcrew member of aircraft under influ of alcohol bac/consumpt w/8 hrs prior to flight - 2nd offense	9	7	0	0	0	4	4	4	4
Statewide	47406	577.203	Misd A	Oper flightcrew member of aircraft under influ of alcohol bac/consumpt w/8 hrs prior to flight - 1st offense	0	0	0	0	0	0	0	0	0
Statewide	47407	577.203	Misd C	Oper flightcrew member of aircraft under influ of alcohol bac/consumpt w/8 hrs prior to flight - 1st offense	0	0	0	0	0	0	0	0	0
Statewide	47410	577.010	Fel D	DWI - alcohol - persistent offender	1,887	1,585	1,391	0	0	14	14	14	14
Statewide	47415	577.010	Misd A	DWI - alcohol - prior offender	2,263	1,982	67	4	20	1,677	1,701	1,701	1,701
Statewide	47417	577.010	Fel B	DWI - alcohol - chronic offender	410	376	322	0	0	0	0	0	0
Statewide	47418	577.010	Fel C	DWI - alcohol - aggravated offender	13,053	12,417	297	7	57	10,829	10,893	10,893	10,893
Statewide	47423	577.010	Fel B	DWI - drug intoxication - chronic offender	7	7	7	0	0	0	0	0	0
Statewide	47427	577.010	Fel C	DWI - drug intoxication - aggravated offender	17	9	6	0	0	0	0	0	0
Statewide	47430	577.010	Fel D	DWI - drug intoxication - persistent offender	58	45	39	0	0	0	0	0	0
Statewide	47435	577.010	Misd A	DWI - drug intoxication - prior offender	63	45	2	0	0	29	29	29	29
Statewide	47440	577.010	Misd B	DWI - drug intoxication	724	638	34	1	10	455	466	466	466
Statewide	47447	577.010	Fel C	DWI - combined alcohol/drug intoxication - chronic offender	12	13	11	0	0	1	1	1	1
Statewide	47450	577.010	Fel D	DWI - combined alcohol/drug intoxication - persistent offender	61	94	86	0	0	0	0	0	0

Guilty Outcomes

does this include 8/13s

Missouri Judiciary Criminal System
Selected Alcohol Related Charges Filed and Disposed
Associate Level
Fiscal Year 2009

Statewide Totals					Charge	Statute	Type/Class	Description	Filed	Disposed	Bound Over/			Guilty Outcomes		Total
											Certified	By Jury	By Court	Guilty Plea		
Statewide	47455	577.010	Misd	A	DWI - combined alcohol/drug intoxication - prior offender				38	30	2	0	1	21	22	
Statewide	47460	577.010	Misd	B	DWI - combined alcohol/drug intoxication				205	187	18	0	0	137	137	
Statewide	47463	577.012	Fel	B	Excessive BAC - chronic offender				4	2	2	0	0	0	0	
Statewide	47467	577.012	Fel	C	Excessive BAC - aggravated offender				4	6	6	0	0	0	0	
Statewide	47470	577.012	Fel	D	Excessive BAC - persistent offender				6	7	6	0	0	0	0	
Statewide	47475	577.012	Misd	A	Excessive BAC - prior offender				8	149	1	0	1	144	145	
Statewide	47481	577.012	Misd	B	Excessive BAC				103	873	0	0	1	802	807	
Statewide	47485	302.780	Misd		Drive comm vehicle with willful/unwanton disregard for safety				3	1	0	0	0	0	0	
Statewide	47490	302.780	Misd		Drive comm motor vehicle/BAC over .04%				10	6	0	1	0	4	5	
Statewide	47497	577.017	Infra		Drive comm motor vehicle under influence of controlled substance				0	1	0	0	0	0	0	
Statewide	54303	306.110	Misd	B	Drinking alcoholic beverage while oper moving vehicle upon hwy				208	178	5	0	1	89	90	
Statewide	54305	306.110	Misd	B	Operating a motorboat or watercraft while intoxicated				13	10	0	0	0	7	7	
Statewide	54307	306.112	Fel	D	Manipulate waterborne device while intoxicated				0	0	0	0	0	0	0	
Statewide	54308	306.112	Misd	A	Operating a vessel with excessive BAC - Persistent Offr				0	0	0	0	0	0	0	
Statewide	54309	306.112	Misd	D	Operating a vessel with excessive BAC - Prior Offr				0	0	0	0	0	0	0	
Statewide	54310	306.111	Fel	D	Oper watercraft with excessive BAC-1st offs				4	4	0	0	0	1	1	
Statewide	54311	306.111	Misd	A	Operation of a vessel while intoxicated - Persistent Offr				0	1	1	0	0	0	0	
Statewide	54312	306.111	Misd	B	Operation of a vessel while intoxicated - Prior Offr				5	5	0	0	0	5	5	
Statewide	54316	306.111	Misd	B	Operation of a vessel while intoxicated				312	264	1	0	0	243	243	
Statewide	54317	306.111	Fel	B	Operation of a vessel while intoxicated - chronic offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54318	306.112	Fel	C	Operation of a vessel while intoxicated - aggravated offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54319	306.112	Fel	C	Operating a vessel with excessive BAC - aggravated offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54432	306.110	Fel	B	Oper a motorboat or watercraft while intoxicated - chronic offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54433	306.110	Fel	C	Oper a motorboat or watercraft while intoxicated - aggravated offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54434	306.110	Fel	D	Oper a motorboat or watercraft while intoxicated - persistent offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54435	306.110	Misd	A	Oper a motorboat or watercraft while intoxicated - prior offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54441	306.110	Fel	B	Manipulate waterborne device while intoxicated - chronic offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54442	306.110	Fel	C	Manipulate waterborne device while intoxicated - aggravated offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54443	306.110	Fel	D	Manipulate waterborne device while intoxicated - persistent offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	54444	306.110	Misd	A	Manipulate waterborne device while intoxicated - prior offndr (Effective 8/28/2008)				0	0	0	0	0	0	0	
Statewide	90885		Ordin		Oper ATV while under the influence of alcohol				0	1	0	0	0	0	0	
Statewide	91095		Ordin		Oper school bus while permit suspended (suspended for failure to pass drug alcohol or chemical test)				1	1	0	0	0	1	1	
Statewide	91110		Ordin		Oper motor veh on hwy while drivers license/ privilege revoked (for abuse and lose lav)				36	3	0	0	0	2	2	
Statewide	91122		Ordin		Oper mtr veh on hwy while driver license/ privilege revoked (revkd for prob cause of .08% BAC and zero tolerance)				14	6	0	0	0	5	5	
Statewide	91127		Ordin		Oper mtr veh on hwy while driver license/privilege revoked (suspnd for prob cause .08% BAC and zero tolerance)				18	8	0	0	0	5	5	
Statewide	91410		Ordin		Excessive BAC				3	36	0	0	0	36	36	
Statewide	91415		Ordin		Excessive BAC - prior offender				0	0	0	0	0	0	0	
Statewide	91425		Ordin		Drove comm mtr BAC over .04%				0	0	0	0	0	0	0	
Statewide	91430		Ordin		Drinking alcoholic beverage while operating moving vehicle				8	2	0	0	0	1	1	

Missouri Judiciary Criminal System
Selected Alcohol Related Charges Filed and Disposed
Associate Level
Fiscal Year 2009

Statewide Totals	Charge	Statute	Type/Class	Description	Filed		Disposed		Bound Over/ Certified		By Jury		By Court		Guilty Outcomes		Total
															Guilty	Plea	
Statewide	91435		Ordin	DWI - alcohol	764	229	1	0	0	2	168	170					
Statewide	91440		Ordin	DWI - alcohol - prior offender	14	13	0	0	0	1	8	9					
Statewide	91450		Ordin	DWI - drug intoxication	33	11	0	0	0	0	4	4					
Statewide	91455		Ordin	DWI - drug intoxication - prior offender	0	0	0	0	0	0	0	0					
Statewide	91465		Ordin	DWI - combined alcohol/drug intoxication	6	0	0	0	0	0	0	0					
Statewide	91470		Ordin	DWI - combined alcohol/drug intoxication - prior offender	0	0	0	0	0	0	0	0					
Statewide	91480		Ordin	Fail to comply with court order requiring use of ignition interlock device-1st offns	0	0	0	0	0	0	0	0					
Statewide	91485		Ordin	Fail to comply with court order requiring use of ignition interlock device-2nd offns	0	0	0	0	0	0	0	0					
Statewide	92720		Ordin	Violation of ignition interlock restrictions	0	0	0	0	0	0	0	0					
Statewide	92720		Ordin	Minor in possession	739	285	0	0	0	0	170	170					
Statewide	92730		Ordin	Public intoxication	16	6	0	0	0	0	5	5					
Statewide	92735		Ordin	Open container	277	92	1	0	0	1	62	63					
Statewide	92740		Ordin	Possess alcohol	5	3	0	0	0	0	2	2					
Statewide	92745		Ordin	Miscellaneous alcohol	16	9	0	0	0	0	9	9					
Statewide	92750		Ordin	Supplying alcohol to a minor	66	22	0	0	0	0	18	18					
Statewide Totals:					30,558	26,728	4,000	14	115	18,658	18,787						

Jackie Rogers

From: Tracy.Robertson.dor.mo.gov
Sent: Monday, April 07, 2014 1:48 PM
To: Jackie Rogers
Subject: Drug Convictions

I had a sweep of our MODL system done for actual convictions for Driving Under the Influence of Drug in 2012 and 2013. The numbers are below:

2012: 114 Municipal and 504 State

2013: 133 Municipal and 522 State

Tracy Robertson, Manager
Driver License Bureau
Missouri Department of Revenue
573-526-2555
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CONFIDENTIALITY STATEMENT:

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TRAFFIC SAFETY NEWS

March 2014

The Breath Instrument Calibration Issue

By now, many of you have seen motions from your defense bar challenging the calibration of breath testing instruments by your maintenance officers. The argument being made is that, due to a change in the chemical testing regulations, maintenance officers must use three different simulator standards each time they conduct a monthly maintenance check. This argument misstates the regulations and should fail.

How Did this Issue Arise?

This claim arises from the amendments to the chemical testing regulations that became effective on December 30, 2012. Prior to those changes, 19 CSR 25-30.051 provided that breath instruments were to be calibrated using either a 0.10% *or* 0.04% simulator solution. The stated purpose of this rule was to *define* the standard simulator solutions to be used in verifying and calibrating breath instruments. The version of the rule that became effective on December 30, 2012, provided for three simulator solutions—0.10%, 0.08% *and* 0.04%. The stated purpose of the rules was still to *define* the standard solutions to be used in calibrating instruments.

But, because the new rule used an “and” when listing the possible simulator concentrations where the old rule had used an “or,” defense attorneys began to argue that this rule did not only define the solutions available for use in

Funding for this newsletter was provided by the
Missouri Division of Traffic and Highway Safety

The Calibration Issue (con't.)

calibration but now required the use of all three concentrations for each maintenance check. The issue, then, is whether the Department of Health and Senior Services (DHSS) actually intended to effect a wholesale change in the procedures for maintaining breath instruments in this state by changing that one word. Below are several arguments that can be made if you get a motion to suppress raising this question.

Has the Issue been Properly Raised in Your Case?

When addressing this issue, the first question to be answered is whether it can even be properly raised in any particular case. In the first instance, this argument applies only to breath tests conducted after December 30, 2012. If you are dealing with an older case with a breath test performed under the old rules, this issue will not be available as a basis to suppress a breath test result. Also, if you are dealing with a brand new case involving a breath test conducted after February 28, 2014, this issue will also not be available as a defense. This is because 19 CSR 25-30.051 was again amended to change the “and” back to an “or.” This amendment became effective on February 28, 2014. Thus, this argument is properly raised only in cases where the breath test was conducted between December 30, 2012, and February 28, 2014.

Moreover, this issue can be raised only where there is a proper and timely objection on a specific foundational ground prior to the admission of a breath test into evidence. Where a defendant or driver has failed to make such an objection, he has waived such claim. Thus, a test result cannot be excluded on that ground even if it could have been properly excluded had a specific and timely objection been made. See *Collins v. DOR*, 399 S.W.3d 95, 100 (Mo. App. W.D. 2013) and *Reinert v. DOR*, 894 S.W.2d 162, 164 (Mo. banc 1995). As such, this argument cannot be raised as a basis for overturning a verdict or judgment in a post-trial motion.

What if the Issue is Properly Raised?

A. Entirety of Amended Rules Shows No Intent to Fundamentally Alter Rules for Maintaining Breath Instruments

In interpreting administrative rules, courts rely upon the same principles of construction used in interpreting statutes. *Wooldridge v. Woolridge*, 915 S.W.2d 372, 378 (Mo. App. W.D. 1996). When examining a subsection of a rule, it must be viewed in light of the entire regulation and, if possible, harmonized with that regulation. *Mullins v. DOR*, 946 S.W.2d 770, 771 (Mo. App. E.D. 1997). The

The Calibration Issue (con't.)

primary rule of statutory construction is to ascertain the legislature's intent from the language used and to give effect to that intent, while considering the words used in their plain and ordinary meaning. *Tuft v. City of St. Louis*, 936 S.W.2d 113, 119 (Mo. App. E.D. 1996). If the language of a statute is ambiguous or would lead to an illogical result, courts may look elsewhere for its interpretation. *Spradlin v. City of Fulton*, 982 S.W.2d 255, 258-259 (Mo. banc 1988).

The argument being made on this issue is that through the mere use of the word "and" instead of "or" when listing approved simulator solutions in 19 CSR 25-30.051, DHSS intended to and did make a fundamental and drastic change to the procedures used to calibrate breath testing instruments in this state. This, despite the fact that no change was likewise made to the breath instrument maintenance report forms or to the training on breath testing it provided. This is clearly an illogical result.

As noted earlier, the stated purpose of 19 CSR 25-30.051 (all versions) is to *define* the types of solutions and mixtures available for use when performing maintenance checks and calibrating instruments. Nothing in 19 CSR 25-30.051 sets out any procedures or protocols for actually conducting a maintenance check or calibration. Simply put, this rule changed *what* could be used to conduct the calibration checks. It did not fundamentally change *how* the checks were to be performed.

Rather, the procedures for conducting a maintenance check are listed in 19 CSR 25-30.031, the stated purpose of which is to "establish... the qualifications, duties and responsibilities of a Type II permittee and establish... a maintenance report to be used for each of the approved breath analyzers." Although this rule was also amended in 2012, the amendment simply added maintenance report forms for newly approved breath testing instruments. The amendment reflects no direction to Type II permit holders to use all three simulator solutions for each calibration check.

Had DHSS actually intended to make such a fundamental change to the existing procedure—requiring a maintenance check with three solutions rather than one as is now being argued—this would have been made explicitly clear throughout the regulations pertaining to maintenance checks. But, no other section of the rules so much as suggests any such change. The newly updated maintenance forms, for example, include only one box labeled "Calibration Check," which states in bold, capital letters: **"ONLY ONE STANDARD IS TO**

The Calibration Issue (con't.)

BE USED PER MAINTENANCE REPORT.” 19 CSR 25-30.031, maintenance report forms 1, 3-7. The instructions state to “Run three checks using a standard solution. All three tests must be within $\pm 5\%$ of the standard value and must have a spread of .005 or less.” There is space on the form for only one calibration using only one simulator solution. Had DHSS intended for a calibration to be done using all three solutions, it would have altered the forms to include space for the results of tests at all three levels. Moreover, it would have explicitly instructed a maintenance officer to do calibration checks using three different solutions.

It also cannot be reasonably argued that 19 CSR 25-30.051 required three separate maintenance reports to be completed, one each at .04%, .08%, and .10%. The regulations are clear that only one maintenance report is to be filed for each maintenance check. 19 CSR 25-30.031 mandates that a Type II shall “retain *the* original report of the maintenance check and submit a copy of *the report*” to the Missouri Department of Revenue. The use of the singular shows that a Type II is required to complete only one maintenance report per calibration check.

Moreover, DHSS provided a great deal of training on the content of the new regulations that went into effect on December 30, 2012. This was because there were significant changes made to other portions of the breath testing rules and the protocols to be followed. For example, new instruments were approved for use in the state and new procedures were implemented with regard to how a breath test was to be given to an impaired driving suspect. DHSS extensively covered these changes at multiple seminars around the state and in materials posted to its website. None of these presentations or training materials even once mention that calibration checks had to be done using all three approved solutions.

As such, when the entirety of the 2012 amendments to the breath testing regulations are examined, it can be seen that there was no intent, explicit or otherwise, to fundamentally alter the procedures used in conducting maintenance checks on breath testing instruments. Rather, the change to 19 CSR 25-30.051 merely added the .08% solution as another concentration level available for performing calibration checks. To find otherwise would lead to an illogical result and be contrary to the intent of the rules.

B. Rule of Lenity Does Not Change the Result

In a criminal case, a defense attorney may also argue that the rule of lenity requires this issue to be resolved in a defendant's favor. This argument should also

The Calibration Issue (con't.)

fail. The rule of lenity provides that an ambiguous statute or rule must be construed strictly against the state and liberally in favor of a defendant. *State v. Rodgers*, 396 S.W.3d 398 (Mo. App. W.D. 2013). This rule applies, however, only where after seizing all sources of aid a court cannot guess what the legislature intended. *State v. Harrison*, 390 S.W.3d 927 (Mo. App. S.D. 2013). This rule of strict construction does not require a court to ignore common sense or evident statutory or regulatory purpose. *Id.* With regard to this issue, the plain language of the rules in their entirety show that there was no intent to effect a wholesale change in the procedures for maintenance checks by the alteration of one word.

C. The 2014 Amendment Applies Retrospectively

Even if a court accepts the argument that DHSS did intend to change the rules to require calibration checks with all three simulator solutions, the current version of 19 CSR 25-30.051 should apply retrospectively to cases in which breath tests were conducted between December 30, 2012, and February 28, 2014.

Procedural statutes and administrative rules operate retrospectively unless the enactment reveals a contrary intent. *DeChue v. DOR*, 945 S.W.2d 684, 686 (Mo. App. E.D. 1997). Regulations that relate to the admissibility of chemical tests results are procedural and subject to retrospective application. *Id.* The procedural components of breath tests include the testing techniques and methods, the qualifications of the person giving the test, and the nature and description of the equipment and devices used. *Id.*

The 2014 amendment to 19 CSR 25-30.051 changed the “and” at issue in this argument back to the “or” that had historically been used when listing the simulator solutions available for use. Because this relates to the admissibility of breath results into evidence, this change is procedural and subject to retrospective application.

D. The Use of “And” Instead of “Or” was Merely a Scrivener’s Error

All canons of statutory construction are subordinate to the requirement that a court ascertain and apply a statute or rule in a manner consistent with the legislative or regulatory intent. *Anderson v. Kauffman*, 248 S.W.3d 101, 108 (Mo. App. W.D. 2008). Construction of a statute or rule should avoid an unreasonable or absurd result. *Id.* Here, as previously discussed, the plain meaning and intent of 19 CSR 25-30.051 was to add a .08% solution to the list of solutions available to be used to calibrate breath instruments. Nothing in the other amendments to the chemical

The Calibration Issue (con't.)

testing regulations or in any training presentation or materials prepared by DHSS indicated any intent to effect a change in the calibration procedures themselves. The use of the word “and” instead of “or” in the 2012 amendments, then, was unintended and was merely a scrivener’s error. *Id.* That this is true is reflected in the 2014 amendment which changed the questioned word back to an “or.” Thus, the provision of 19 CSR 25-30.051 at issue here should not be read to have required a calibration check to be done using each of the three listed solutions.

Conclusion

For all of these reasons, any motion to suppress a breath test result raising this issue should fail. The maintenance of a breath testing instrument in this state does now and has always required the Type II to use only one approved simulator solution in performing a calibration check.

—This article includes arguments taken directly from a Trial Brief prepared and distributed by the Missouri Department of Revenue on this issue. The trial brief was prepared by Rachel Jones, Chuck Gooch and Jim Chenault.

State Traffic Fatality Totals Year to Date

2014—132

2013—127

**This represents a 4% increase from 2013.
Drinking was involved in 8 of these deaths.**

*Based on figures provided by the Missouri Division of Traffic and Highway Safety.
Figures are current as of March 23, 2014.*

Case Law Update

Eastern District

State v. Reed, No. ED99531 (February 11, 2014)

Defendant was convicted of attempt to manufacture a controlled substance. On appeal, he argues that the trial court erred in admitting evidence seized during a search of the vehicle in which he was a passenger as it was the fruit of an illegal search.

Defendant was a passenger in a car that was pulled over after an officer observed it swerve into the oncoming traffic lane several times. When the officer approached, he saw the driver hand Defendant a bag and both occupants moving about and shuffling. He also saw a bag on the floor of the car containing coffee filters and aquarium tubing. The officer testified that based on his training and experience he knew these items could be used to manufacture methamphetamine. The officer also testified that the car was stopped near a farmers' cooperative which had experienced several thefts of anhydrous ammonia. The officer asked both the driver and Defendant for their identifications and called the information into dispatch. While he was waiting on a reply, he asked the driver for consent to search the vehicle which was granted. During the search, other paraphernalia used in the manufacture of methamphetamine was discovered.

On appeal, Defendant argues that the consent to search was made after the completion of the traffic stop during an illegal detention. This is incorrect. The officer testified that he was still waiting to hear back from dispatch at the time he requested consent to search the vehicle. As such, the traffic stop was still ongoing and the request was proper. Even assuming that the traffic stop was complete, however, the continued detention was supported by independent reasonable suspicion of criminal activity. This independent suspicion justified a brief investigative detention beyond the scope of the initial traffic stop. As such, the conviction was affirmed.

Southern District

Broyles v. Director of Revenue, No. SD32783 (January 29, 2014)

Driver's license was revoked for refusing to submit to a chemical test. On appeal, he claims that the officer did not have reasonable grounds to believe that he was driving while intoxicated prior to arresting him for DWI.

Case Law Update

Driver was arrested after the officer observed him speeding. When the officer attempted to make a traffic stop, Driver attempted to flee. He eventually stopped in front of a house, exited the car and started to walk into the house. He ignored several commands from the officer to get on the ground and put his hands up. Driver finally put his hands up, said he had only been drinking, and told the officer to "chill out." At this time, Driver was secured, placed in handcuffs, and read the Miranda warning. The officer noticed an "overpowering" odor of intoxicants at this time. When he was transported to the police station, Driver continued to be combative. The officer at this point noted that his eyes were bloodshot, watery and glassy. The officer then read Driver the implied consent warning, but Driver refused to submit to a test. He was also issued a citation for DWI at the station.

On appeal, Driver claims that the officer did not have reasonable grounds to believe that he was driving while intoxicated. This claim must fail. The officer observed him driving recklessly, he attempted to flee, he smelled of intoxicants, had bloodshot and glassy eyes, and admitted to drinking. This was more than sufficient to provide reasonable grounds to believe that he was driving while he was intoxicated. Under 577.041, an officer does not necessarily have to have reasonable grounds to believe a driver is DWI before he makes the initial stop. Rather, it is sufficient if the officer observes indicators of impairment after the stop. Moreover, nothing in 577.041 indicates that the person must be stopped or arrested for DWI. An arresting officer may develop reasonable grounds to arrest for DWI even after a person has been placed under arrest for other acts. As such, the revocation of Driver's license was affirmed.

State v. Long, No. SD32413 (January 16, 2014)

Defendant was convicted of driving while intoxicated. On appeal, he claims that the initial traffic stop was illegal as it was based on an anonymous tip. He also claims that the evidence was insufficient to sustain his conviction.

At trial, the state's first witness was a woman who had observed Defendant driving erratically. She called 911 to report it. While she was on the phone, she described the defendant's car, including the license plate number; described the driving; and described her own vehicle. When an officer arrived on scene, he asked dispatch to tell the caller to pull over. The car immediately in front of him then did so. The officer was then able to initiate a traffic stop of Defendant. The female caller also stopped, provided her name, and remained on scene until the

Case Law Update

officer was able to take her statement. When he made contact with Defendant, the officer noted he was uncooperative, his eyes were bloodshot and watery, his speech was slurred and confused, he had trouble balancing when he got out of the car, and he performed poorly on the walk and turn and one leg stand tests. He also refused to submit to a breath test.

On appeal, Defendant first claims that the traffic stop was illegal as it was based solely on information from an anonymous tip. The evidence presented at trial, however, showed that the witness was anything but anonymous. She provided her name and a description of her vehicle when she called dispatch. She also described the defendant's car, including his license plate, and the erratic driving she observed. She remained on the scene of the traffic stop and gave a statement to the arresting officer. Finally, she testified at trial. Rather than being an anonymous tipster, she is more properly characterized as a citizen informant who may be presumed to be reliable. Thus, this claim failed.

Defendant also claims the evidence was insufficient to sustain his conviction. The evidence at trial showed that he was driving erratically, he was uncooperative, he smelled of intoxicants, his eyes were bloodshot and watery, his speech was slurred and confused, he had difficulty balancing, he performed poorly on field sobriety tests, and he refused to submit to a chemical test. This evidence was more than sufficient to convict for DWI. As such, his conviction was affirmed.

DWI/Traffic Safety and DRE Recertification Conference June 4-6, 2014

There is still plenty of time to register for the conference. It will feature sessions on understanding the threat posed by the sovereign citizen movement, drug trends and identification, how different drug categories affect the eyes, and street survival for the road officer.

The registration fee is \$100, and sleeping rooms are \$83 per night.

For more information about the conference, please click here:
[2014 DWI/Traffic Safety and DRE Recertification Conference](#)

Jackie Rogers

From: Jackie Rogers
Sent: Wednesday, April 02, 2014 1:29 PM
To: MCRSImpDriv
Subject: DRE Data Request

Below is the information that was requested during the Impaired Driving Subcommittee meeting regarding the Drug Recognition Experts. Tracey Durbin, State DRE/SFST Coordinator, pulled this information together.

	# of DREs	# of Agencies	Total # of Evaluations Conducted	# of Evaluations for Enforcement Purposes
2011	212	76	932	849
2012	212	77	963	802
2013	181	77	635	538

Jackie Rogers
Senior System Management Specialist
MoDOT, Traffic & Highway Safety Division
573.751.5960

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

March 28, 2014 – 9:00 a.m. – 12:00 p.m.

MoDOT, 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Balke	Bud	Mothers Against Drunk Driving	Bud Balke
Boland	Mike	Mothers Against Drunk Driving	
Carter	Meghan	Mothers Against Drunk Driving	
Chenault	Jim	Department of Revenue	
de Courcy	Susan	National Highway Traffic Safety Administration	
Durbin	Tracey	UCM Missouri Safety Center	Tracey D.
Glass	Susan	Missouri Office of Prosecution Services	Susan
Gooch	Chuck	Department of Revenue, General Counsel's Office	
Lacy	Gene	Division of Alcohol and Tobacco Control	
Lineback	Sheldon	Missouri Police Chiefs Association	
Lutmer	Brian	MO Dept of Health and Senior Services	
Plunkett	Angie	Office of State Courts Administrators	
Rembecki	Mark	Division of Alcohol and Drug Abuse	
Robertson	Tracy	Missouri Department of Revenue Driver License Bureau	Tracy Robertson

Missouri Coalition for Roadway Safety

Impaired Driving Subcommittee Meeting

March 28, 2014 - 9:00 a.m. - 12:00 p.m.

MoDOT, 830 MoDOT Drive, Purple Conference Room, Jefferson City, MO

First Name	Last Name	Agency	Signature
Rogers	Jackie	MoDOT Traffic and Highway Safety Division	<i>Jackie Rogers</i>
Scroggins	Dwight	Prosecuting Attorney - Buchanan Co	<i>[Signature]</i>
Smith	Greg	Missouri State Highway Patrol	<i>[Signature]</i>
Spillars	Andrea	Missouri Department of Public Safety	
Watson	Stephanie	Missouri Office of Prosecution Services	<i>[Signature]</i>
West	Cheryl	Safety Council of the Ozarks	
Wolken	Carrie	MoDOT Traffic and Highway Safety Division	
DeBeard	Don	MSC	<i>[Signature]</i>
Hardy	Menees	Atty - Private Practice + Pres. Atty in City of St. John	<i>[Signature]</i>
Scott	Jones	MoDOT - T & HS	<i>[Signature]</i>

Menees Holmes MoDOT - T & HS

Gandy Kliethermes DMH - SATOP

Gena Ahlers DOR

[Handwritten signatures]

MISSOURI
FY 2015 Application

Section 405(f)

Motorcyclist Safety Grant

Missouri
FY 2015 Application
Section 405(f) Motorcyclist Safety Grant

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23 CFR 1200.25 MAP-21, Section 405(f)
Motorcyclists Safety Grants
Appendix D Part 5

The State of Missouri is applying for MAP-21 Section 405(f) Motorcyclists Safety Grants under Motorcycle Rider Training Courses and Use of Fees Collected from Motorcyclists for Motorcycle Programs criteria. Missouri has applied for and received funding using these two criteria within the SAFETEA-LU Section 2010 Motorcyclist Safety Grant Program from 2006 to 2012 and MAP-21 Section 405(f) since 2013.

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP Attachments 1, 2 and 3.
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP Attachment 3.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP Attachment 4.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP Attachment 3.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP Attachments 3 and 5.

Use of fees collected from motorcyclists for motorcycle programs:

- ☐ Applying as a Law State –
- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation - Mo. Rev. Stat. § 302.137.1 (HSP Attachment 6)

AND

- The State's law appropriating funds for FY15 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
Legal citation - **HOUSE BILL NO. 2004, 97TH GENERAL ASSEMBLY** (HSP Attachment 7)

Motorcycle Riding Training Course Criteria

Attachment 1:

Mo. Rev. Stat. § 302.133 - 134

Copy of official State document identifying the designated State
authority over motorcycle safety issues

Missouri Revised Statutes

Chapter 302 Drivers' and Commercial Drivers' Licenses Section 302.133

August 28, 2012

Definitions.

302.133. As used in sections 302.133 to 302.138, the following terms mean:

- (1) "Department", the department of public safety;
- (2) "Director", the director of the department of public safety;
- (3) "Instructor", a licensed motorcycle operator who meets the standards established by the department to teach the motorcycle rider training course;
- (4) "Motorcycle", a motorcycle or motortricycle as those terms are defined by section 301.010;
- (5) "Motorcycle rider training course", a motorcycle rider education curriculum and delivery system approved by the department as meeting standards designed to develop and instill the knowledge, attitudes, habits, and skills necessary for the safe operation of a motorcycle.

(L. 1995 H.B. 717)

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Missouri General Assembly

Missouri Revised Statutes

Chapter 302 **Drivers' and Commercial Drivers' Licenses** **Section 302.134**

August 28, 2012

Motorcycle safety education program, department to establish and set standards, program to include certain subjects--authority to adopt rules, procedure to adopt, suspend and revoke.

302.134. 1. The department shall establish standards for and shall administer the motorcycle safety education program. The program shall include, but is not limited to, motorcycle rider training and instructor training courses. The department may expand the program to include components relating to the effect of alcohol and drugs on motorcycle operation, public awareness of motorcycles on the highways, driver improvement for motorcyclists, motorcycle operator licensing improvement, program promotion, and other motorcycle safety efforts.

2. Standards adopted by the department for the motorcycle safety education program, including standards for instructor qualification and standards for the motorcycle rider training and instructor training courses, shall, at a minimum, comply with the applicable standards of the Motorcycle Safety Foundation.

3. The department shall promulgate rules and regulations necessary to administer the provisions of sections 302.133 to 302.138.

4. No rule or portion of a rule promulgated under the authority of this chapter shall become effective until it has been approved by the joint committee on administrative rules in accordance with the procedures provided in this section, and the delegation of the legislative authority to enact law by the adoption of such rules is dependent upon the power of the joint committee on administrative rules to review and suspend rules pending ratification by the senate and the house of representatives as provided in this section.

5. Upon filing any proposed rule with the secretary of state, the department shall concurrently submit such proposed rule to the committee, which may hold hearings upon any proposed rule or portion thereof at any time.

6. A final order of rulemaking shall not be filed with the secretary of state until thirty days after such final order of rulemaking has been received by the committee. The committee may hold one or more hearings upon such final order of rulemaking during the thirty-day period. If the committee does not disapprove such order of rulemaking within the thirty-day period, the department may file such order of rulemaking with the secretary of state and the order of rulemaking shall be deemed approved.

7. The committee may, by majority vote of the members, suspend the order of rulemaking or portion thereof by action taken prior to the filing of the final order of rulemaking only for one or more of the following grounds:

(1) An absence of statutory authority for the proposed rule;

(2) An emergency relating to public health, safety or welfare;

(3) The proposed rule is in conflict with state law;

(4) A substantial change in circumstance since enactment of the law upon which the proposed rule is based.

8. If the committee disapproves any rule or portion thereof, the department shall not file such disapproved portion of any rule with the secretary of state and the secretary of state shall not publish in the Missouri Register any final order of rulemaking containing the disapproved portion.

9. If the committee disapproves any rule or portion thereof, the committee shall report its findings to the senate and the house of representatives. No rule or portion thereof disapproved by the committee shall take effect so long as the senate and the house of representatives ratify the act of the joint committee by resolution adopted in each house within thirty legislative days after such rule or portion thereof has been disapproved by the joint committee.

10. Upon adoption of a rule as provided in this section, any such rule or portion thereof may be suspended or revoked by the general assembly either by bill or, pursuant to section 8, article IV of the Constitution of Missouri, by concurrent resolution upon recommendation of the joint committee on administrative rules. The committee shall be authorized to hold hearings and make recommendations pursuant to the provisions of section 536.037. The secretary of state shall publish in the Missouri Register, as soon as practicable, notice of the suspension or revocation.

(L. 1995 H.B. 717)

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Missouri General Assembly

Motorcycle Riding Training Course Criteria

Attachment 2:

Executive Order 03-05

February 2003

Governor Bob Holden

Copy of official State documents identifying the designated State
authority over motorcyclist safety issues

This executive order moved the Division of Highway Safety from
the Missouri Department of Public Safety to the Missouri
Department of Transportation.

FEB 05 2003

EXECUTIVE ORDER NO.
03-05M. B. Blanton
SECRETARY OF STATE

WHEREAS, the Department of Public Safety is created pursuant to Article IV, Section 12, of the Missouri Constitution and Chapter 650, RSMo; and

WHEREAS, the Division of Highway Safety is assigned to the Department of Public Safety pursuant to Section 650.005, RSMo; and

WHEREAS, the Missouri Department of Transportation is created pursuant to Article IV, Section 12, of the Missouri Constitution and Chapter 226, RSMo; and

WHEREAS, the Division of Highway Safety works to promote the safe operation of vehicles on or about the highways, roads, and streets of this state; and

WHEREAS, the Department of Transportation is tasked with supervision of the construction, maintenance, and operation of the state highway system; and

WHEREAS, the Division of Highway Safety and the Department of Transportation both engage in activities related to the state highway system and its safe operation; and

WHEREAS, the consolidation of these activities would increase efficiencies and eliminate duplication of efforts; and

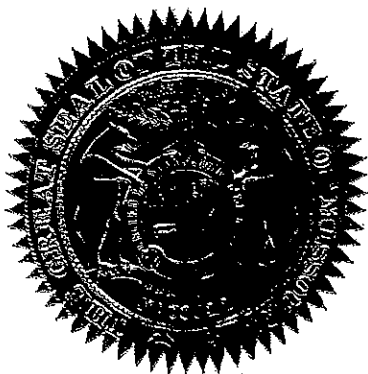
WHEREAS, I am committed to integrating executive branch operations to improve the way the state delivers services; and

WHEREAS, the transfer of the functions of the Division of Highway Safety to the Department of Transportation is a component of the Governor's Reorganization Plan of 2003, which is designed to streamline state government and make it as efficient as possible.

NOW, THEREFORE, I, BOB HOLDEN, GOVERNOR OF THE STATE OF MISSOURI, by virtue of the authority vested in me by the Constitution and the Laws of the State of Missouri, do hereby order the Missouri Department of Public Safety, the Division of Highway Safety, and the Missouri Department of Transportation to cooperate to:

1. Develop mechanisms and processes necessary to effectively transfer the functions of the Division of Highway Safety to the Department of Transportation;
2. Transfer all authority, powers, duties, functions, records, personnel, property, contracts, budgets, matters pending, and other pertinent vestiges of the Division of Highway Safety to the Department of Transportation, by Type I transfer, as defined under the Reorganization Act of 1974; and
3. Take the steps necessary to maintain compliance with federal requirements, such as filing a state plan amendment, so as not to jeopardize federal financial participation with this consolidation.

This Order shall become effective no sooner than August 28, 2003 unless disapproved within sixty days of its submission to the First Regular Session of the 92nd General Assembly.



IN WITNESS WHEREOF, I have hereunto set
my hand and caused to be affixed the Great
Seal of the State of Missouri, in the City of
Jefferson on this 5th day of February, 2003

Bob Holden

Bob Holden
Governor

ATTEST:

Matt Blunt

Matt Blunt
Secretary of State

wji

Motorcycle Riding Training Course Criteria

Attachment 3:

MO 11 CSR 60-1.010 – 60.110

<http://www.sos.mo.gov/adrules/csr/current/11csr/11c60-1.pdf>

moved to

MO 7 CSR 60-1.010 – 60.110

<http://www.sos.mo.gov/adrules/csr/current/7csr/7c60-1.pdf>

Copy of official State documents identifying the designated State authority
over motorcyclist safety issues

MO 7CSR 60-1.010 (1) and (2)

Document showing the designated State authority approving the training
curriculum that includes instruction in crash avoidance and other safety-
oriented operational skills for both in-class and on-the-motorcycle.

MO 7CSR 60-1.010 (2) and (7) and MO 7 CSR 60-1.060 (1)

Document showing that certified motorcycle rider training instructors teach
the motorcycle riding training course.

MO 7CSR 60-1.010 (4) and MO 7CSR 60-1.030 (1)

Description of the quality control procedures to assess motorcycle rider
training courses and instructor training courses and actions taken to improve
courses.

MO 7CSR 60-1.100

Rules of

Department of Public Safety

Division 60—Division of Highway Safety

Chapter 1—Motorcycle Safety Education Program

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**Title 11—DEPARTMENT OF
PUBLIC SAFETY**

**Division 60—Division of Highway Safety
Chapter 1—Motorcycle Safety Education
Program**

11 CSR 60-1.010 Definitions

(Moved to 7 CSR 60-1.010)

11 CSR 60-1.020 Program Sponsor

(Moved to 7 CSR 60-1.020)

11 CSR 60-1.030 Motorcycle Instructor

(Moved to 7 CSR 60-1.030)

**11 CSR 60-1.040 Student Admission Re-
quirements**

(Moved to 7 CSR 60-1.040)

**11 CSR 60-1.050 Verification of Course
Completion**

(Moved to 7 CSR 60-1.050)

**11 CSR 60-1.060 Approved Motorcycle
Training Courses**

(Moved to 7 CSR 60-1.060)

11 CSR 60-1.070 Motorcycle Requirements

(Moved to 7 CSR 60-1.070)

**11 CSR 60-1.080 Notice and Hearing
Requirements**

(Moved to 7 CSR 60-1.080)

11 CSR 60-1.090 Sponsor Suspension

(Moved to 7 CSR 60-1.090)

11 CSR 60-1.100 Quality Assurance Visits

(Moved to 7 CSR 60-1.100)

**11 CSR 60-1.110 Sponsor Pre-Suspension
Notification**

(Moved to 7 CSR 60-1.110)

Rules of

Department of Transportation

Division 60—Highway Safety Division

Chapter 1—Motorcycle Safety Education Program

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Title 7—DEPARTMENT OF TRANSPORTATION

Division 60—Highway Safety Division Chapter 1—Motorcycle Safety Education Program

7 CSR 60-1.010 Definitions

PURPOSE: *This rule defines terms used in the rules which pertain to the administration and operations of the Motorcycle Safety Education Program.*

(1) Department—Missouri Department of Public Safety. The department is the state agency designated by the governor to establish and administer the motorcycle rider training and safety program.

(2) Division—Division of Highway Safety. A division within the department assigned with the responsibility for establishing and administering the motorcycle rider training course and safety program per Motorcycle Safety Foundation (MSF) guidelines.

(3) Experienced rider course—A current approved Motorcycle Safety Foundation course of instruction designed to provide experienced motorcyclists with additional skills and knowledge found to be lacking in accident-involved motorcyclists.

(4) Instructor—An individual certified by MSF and approved to teach the motorcycle rider training courses in Missouri. This individual, unless directly employed by the department as a motorcycle safety instructor, is not an agent, servant, or employee of the department or state of Missouri.

(5) Minor—Any person fifteen and one-half (15 1/2) years (15 years and 182 days) old the day the course begins but less than eighteen (18) years old.

(6) Mobile site sponsor—A public or private entity bound by a letter of agreement to advertise for and enroll students, pay for insurance, and provide a facility for the riding portion of the course. The department provides the remaining equipment, material, and instructional staff for the course. In its role as a mobile site sponsor, this entity is not an agent, servant, or employee of the department or the state of Missouri.

(7) Motorcycle rider course—A current approved Motorcycle Safety Foundation rider course of instruction designed to teach new or inexperienced motorcyclists basic riding skills and defensive street riding strategies.

(8) Motorcycle rider training program—The motorcycle rider training and safety program provides information and courses in knowledge, skills, and safety relating to the operation of motorcycles to all motorcyclists in this state. It also provides information to the general public on sharing the roadway with motorcycles.

(9) Motorcycle Safety Foundation (MSF)—A national, nonprofit organization whose purpose is to improve the safety of motorcyclists on the nation's streets and highways. The MSF provides programs in rider education, licensing improvement, public information, and research.

(10) Permanent site sponsor—A public or private entity contracted by the department to provide motorcycle rider training on a regular basis. In its role as a permanent site sponsor, this entity is not an agent, servant, or employee of the department or the state of Missouri.

AUTHORITY: *section 302.134, RSMo 2000. * This rule originally filed as 11 CSR 60-1.010. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.010, effective Aug. 28, 2003.*

**Original authority: 302.134, RSMo 1995.*

7 CSR 60-1.020 Program Sponsor

PURPOSE: *This rule outlines the standards for an approved motorcycle rider training program sponsor.*

(1) No individual, association, partnership, corporation, or educational or governmental agency may sponsor or offer training in motorcycle operation to the public for tuition, consideration, or fee without authorization from the division. To qualify for authorization, a sponsor must be approved by the division through a current contract for a permanent site sponsor or letter of agreement for a mobile site sponsor. Approval will be denied unless a sponsor applicant meets the following requirements. The applicant must demonstrate the capacity to register students, collect and account for tuition as appropriate, arrange public notice of courses, provide required insurance coverage and make all necessary insurance premium payments, submit and maintain all required records, and contract with, schedule, and compensate authorized instructors as appropriate.

(A) All applicants must have access to a riding area for on-cycle training that is—

1. A paved surface, including asphalt, concrete, or other all-weather surface of suitable traction; and

2. Large enough to safely accommodate any motorcycle training range approved by the department, per Motorcycle Safety Foundation (MSF) guidelines, as flat as possible, secure from vehicular and pedestrian traffic, and free of surface hazards and obstacles.

(B) Applicants for permanent sites must also have access to—

1. A secure storage area to physically and environmentally protect training motorcycles and other course equipment;

2. A classroom, not located in a private residence, that is large enough to seat all students and instructors comfortably and that contains at least one (1) adequate desk or equivalent seating and writing surface for each student, and at least one (1) instructor's desk, table, or podium;

3. Audiovisual presentation equipment for the classroom, including a chalkboard or equivalent; and

4. A first-aid kit and at least one (1) five pound (5 lb.) Class ABC Occupational Safety and Health Administration (OSHA)-approved fire extinguisher, or equivalent, for the riding area.

(2) Approval as a sponsor may be suspended if the sponsor, an instructor under contract with the sponsor, or a member of the sponsoring organization with supervisory or executive duties involving the training program—

(A) Fails to continue to meet the requirements of MSF;

(B) Has been convicted or placed on probation for—

1. Any felony;

2. Any offense involving moral turpitude within the previous ten (10) years from the date of approval or renewal except as provided hereinafter; or

3. Any offense involving tampering with a government record, or any of the following offenses involving the operation of a motor vehicle within the previous five (5) years:

A. Criminally negligent homicide;

B. Driving while intoxicated; or

C. Driving under the influence of drugs;

(C) Cannot provide sufficient information and documentation to enable the department to evaluate or reevaluate the applicant's request for approval;

(D) Knowingly presents or allows to be presented to the department any false or misleading information relating to a request for approval;



(E) Permits or engages in any fraud or fraudulent practice concerning an application or, in any action between the applicant or licensee and the public, induces or countenances any fraud or fraudulent practice on the part of an applicant for a driver's license or permit;

(F) Knowingly or recklessly disregards or fails to comply with any departmental rule, written policy, or written procedure regarding the motorcycle operator training program; or

(G) Knowingly allows an instructor to give, or a student to receive, classroom or riding instruction if either exhibits any evidence of or effects from an alcoholic beverage, controlled substance, or drug as defined in section 195.010(7), RSMo.

(3) The division may construe any probation or conviction which is for a criminal offense arising from a penal provision from another state, federal, military, or foreign jurisdiction to be its closest equivalent under the penal provisions of this state.

(4) Approval may be canceled if—

(A) It was based on false or incorrect information or mistake, such as clerical or other nonsubstantive errors by either party; or

(B) If the discrepancy causing the suspension under these administrative rules has not been corrected within the time limit prescribed by a suspension.

(5) Each sponsor must designate a chief school official to be responsible for signing contracts with the department, instructors, or students and for signing any forms required of the sponsor. The chief school official must also be designated by the sponsor to be the custodian of all records, which shall be kept for a period of at least three (3) years from the date of the final performance report under the contract.

(6) If the sponsor is an organization, that organization shall designate one (1) of its members as the chief school official. If the sponsor is an individual, that person shall also be the chief school official.

(7) The control of the sponsor is considered to have changed if—

(A) In the case of sole proprietorship, more than fifty percent (50%) of the controlling interest has been sold or transferred;

(B) In the case of a partnership or a corporation, more than fifty percent (50%) of the controlling interest has been sold or transferred; or

(C) The board of directors, officers, shareholders, or similar governing body has been

changed to such an extent as to significantly alter the management and control of the sponsor.

(8) When control of the sponsor has changed, as outlined in section (7) of this rule, the contract will be canceled and renegotiated through the appropriate rules and regulations.

AUTHORITY: section 302.134, RSMo Supp. 1995. This rule originally filed as 11 CSR 60-1.020. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.020, effective Aug. 28, 2003.*

**Original authority: 302.134, RSMo 1995.*

7 CSR 60-1.030 Motorcycle Instructor

PURPOSE: This rule outlines the standards for an approved motorcycle rider training program instructor.

(1) No individual may instruct or offer instruction in motorcycle operation to the public for tuition, consideration, or fee without authorization from the division. To qualify for authorization, an instructor must be approved by the division. Approval will be denied unless an instructor applicant meets the following requirements. The applicant must agree to teach the training courses in accordance with the division's rules, policies, procedures, and approved curricula and must—

(A) Hold a current National Certification from the Motorcycle Safety Foundation (MSF);

(B) Be a high school graduate or possess a valid general educational development (GED);

(C) Possess a valid driver's license that allows the operation of a motorcycle;

(D) Be a licensed driver for at least five (5) years;

(E) Meet the current driving record evaluation standards established by the Missouri Department of Revenue for school bus drivers pursuant to *Revised Statutes of Missouri*;

(F) Be free from addiction to the use of alcoholic beverages or drugs; and

(G) Be physically and mentally competent to conduct classroom and on-cycle instruction, including technically correct riding demonstrations.

(2) An applicant for approval to instruct an advanced motorcycle rider training course must meet all the requirements to instruct as identified in section (1) of this rule, plus attend a department approved curriculum update, and be able to perform technically

correct riding demonstrations on his/her personal motorcycle.

(3) Approval as an instructor may be suspended if the instructor fails to continue to meet the requirements of sections (1) and (2) of this rule.

(4) Approval may be canceled if—

(A) It was based on false or incorrect information or mistake; or

(B) The discrepancy causing the suspension under 11 CSR 60-1.020 (relating to program sponsor), 11 CSR 60-1.030 (relating to motorcycle instructor), 11 CSR 60-1.040 (relating to student admission requirements), 11 CSR 60-1.050 (relating to verification of course completion by a minor), 11 CSR 60-1.060 (relating to approved motorcycle training courses), and 11 CSR 60-1.070 (relating to motorcycle requirements) has not been corrected within the time limit prescribed by a suspension.

(5) A motorcycle instructor approved by the division may teach both the classroom and on-cycle phases of the courses for which the approval was granted.

(6) Motorcycle instructors approved by the division may not—

(A) Give instruction or allow a student to receive instruction in motorcycle safety if either the instructor or student is using or exhibits any evidence of effect from an alcoholic beverage, controlled substance, or drug as defined in *Revised Statutes of Missouri*; or

(B) Complete, issue, or validate a certificate of course completion to a person who has not successfully completed the course. A period of absence for any portion of scheduled course instruction will require that student repeat that portion of instruction prior to issuance of the certificate of completion. Course of instruction must be completed within one (1) calendar year.

AUTHORITY: section 302.134, RSMo Supp. 1995. This rule originally filed as 11 CSR 60-1.030. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.030, effective Aug. 28, 2003.*

**Original authority: 302.134, RSMo 1995.*

7 CSR 60-1.040 Student Admission Requirements

PURPOSE: This rule outlines the standards for admission into the motorcycle rider training program.



(1) Motorcycle Rider Courses, are open to any person who is—

(A) Physically and mentally capable of being licensed in Missouri as a motorcycle operator; and

(B) At least fifteen and one-half (15 1/2) years (15 years and 182 days) old on the day the course begins.

(2) The experienced rider course is restricted to individuals with a current motorcycle (Class M) driver's license or motorcycle endorsement on their driver's license. Each student must provide his/her own motorcycle that meets the requirements of 11 CSR 60-1.070 (relating to motorcycle requirements).

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.040. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.040, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.050 Verification of Course Completion

PURPOSE: This rule outlines the standards for verification of completion in an approved motorcycle rider training program.

(1) The sponsor will issue a Missouri Motorcycle Training Certificate to a student who is at least fifteen and one-half (15 1/2) years (15 years and 182 days) of age and who has successfully completed the approved Motorcycle Rider Course. A completion certificate is issued to verify that the student has met the educational and training requirements for a Missouri motorcycle operator's permit or license. A Department of Public Safety serialized completion certificate will be issued by the course sponsor to every student completing the approved Motorcycle Rider Course. A copy of the completion certificate can be obtained from the Department of Public Safety.

(2) The division will accept an original signature or the written, stamped, or typed name or signature of the chief school official on the form. The signature of the instructor on the form must be an original signature. If the chief school official is also the instructor, that person must sign both spaces on the form.

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.050. Original rule filed March 20, 1996, effective

Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.050, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.060 Approved Motorcycle Training Courses

PURPOSE: This rule outlines the standards for an approved motorcycle rider training program.

PUBLISHER'S NOTE: The secretary of state has determined that the publication of the entire text of the material which is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. Therefore, the material which is so incorporated is on file with the agency who filed this rule, and with the Office of the Secretary of State. Any interested person may view this material at either agency's headquarters or the same will be made available at the Office of the Secretary of State at a cost not to exceed actual cost of copy reproduction. The entire text of the rule is printed here. This note refers only to the incorporated by reference material.

(1) The division adopts the educational, safety, and instructor standards, by reference, of the most current versions of the following Motorcycle Safety Foundation (MSF) courses:

(A) The current approved Motorcycle Safety Foundation Motorcycle Rider Course, or as amended;

(B) The current approved experienced rider course. The choice of curricula is determined by the size of the riding area. The skill and knowledge tests for the experienced curricula are not required but may be used at the sponsor's discretion; and

(C) The approved instructor preparation course is MSF instructor preparation course curriculum.

(2) Approved course curricula are available for inspection at the division's Jefferson City offices.

AUTHORITY: section 302.134, RSMo 2000.* This rule originally filed as 11 CSR 60-1.060. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.060, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

7 CSR 60-1.070 Motorcycle Requirements

PURPOSE: This rule outlines the standards for motorcycles used in an approved motorcycle rider training program.

(1) A motorcycle must be rejected for use by the lead course instructor if it fails to meet the requirements of this section or if, in the discretion of the instructor, the motorcycle is unsafe for the rider, an instructor, another student, or any other person permitted in the riding area. A motorcycle may be deemed unsafe because of modification, damage, lack of maintenance, nonstandard configuration, or any other substantial safety reason.

(2) Any student-owned motorcycle must—

(A) Meet all the requirements for operation on public highways;

(B) Have proof of adequate insurance coverage available for inspection by the lead course instructor; and

(C) Meet all other requirements of this rule.

(3) A student may use a borrowed motorcycle if the student can show written permission from the owner to use the motorcycle in the course and if it meets all other requirements of this rule.

(4) A moped, no-ped, motor scooter, motor-assisted bicycle, or a motorcycle with an engine displacement of over 500cc—

(A) May not be used in the basic course; and

(B) May be used in the advanced course only if it meets all other requirements of this rule.

(5) No sponsor may provide a motorcycle to a student for use in the advanced course. If a sponsor provides a motorcycle to a student for use in the basic course, the motorcycle—

(A) Must meet the safety requirements of section (1) of this rule;

(B) Must not be prohibited by section (4) of this rule; and

(C) May, but is not required to, be registered, inspected, or insured for operation on public highways.

AUTHORITY: section 302.134, RSMo Supp. 1999.* This rule originally filed as 11 CSR 60-1.070. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 22, 1999, effective May 30, 2000. Moved to 7 CSR 60-1.070, effective Aug. 28, 2003.

*Original authority: 302.134, RSMo 1995.

**7 CSR 60-1.080 Notice and Hearing Requirements**

PURPOSE: This rule outlines the notice and hearing requirements for an approved motorcycle rider training program sponsor.

(1) If the division intends to deny, suspend, or cancel approval of a program sponsor or instructor, notice and opportunity for hearing must be given as provided by *Revised Statutes of Missouri*.

AUTHORITY: section 302.134, *RSMo Supp. 1995*. * This rule originally filed as 11 CSR 60-1.080. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.080, effective Aug. 28, 2003.

*Original authority: 302.134, *RSMo 1995*.

7 CSR 60-1.090 Sponsor Suspension

PURPOSE: This rule outlines the terms of suspension of a motorcycle rider training program sponsor.

(1) The term of suspension under 11 CSR 60-1.020 (relating to program sponsor) and 11 CSR 60-1.030 (relating to motorcycle instructor) may not exceed one (1) year. The term of suspension may be reduced by the motorcycle rider training program manager of the division on the recommendation of the program director for motorcycle rider training if corrective actions have been taken and the reason for suspension no longer exists. If the reason for suspension still exists at the end of the suspension period, the suspension automatically elevates to disapproval. To again become approved, a disapproved sponsor or instructor must reapply and meet all current requirements for approval.

AUTHORITY: section 302.134, *RSMo Supp. 1995*. * This rule originally filed as 11 CSR 60-1.090. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.090, effective Aug. 28, 2003.

*Original authority: 302.134, *RSMo 1995*.

7 CSR 60-1.100 Quality Assurance Visits

PURPOSE: This rule outlines the rules for quality assurance visits for motorcycle rider training program sponsors and instructors.

(1) Quality assurance visits (QAVs) will be conducted at each of the motorcycle rider training program sites, at least once per cal-

endar year. During the QAV, the focus will be on the adherence to requirements outlined in 11 CSR 60-1.020 (relating to program sponsor), 11 CSR 60-1.030 (relating to motorcycle instructor), 11 CSR 60-1.040 (relating to student admission requirements), 11 CSR 60-1.050 (relating to verification of course), 11 CSR 60-1.060 (relating to approved motorcycle training courses), and 11 CSR 60-1.070 (relating to motorcycle requirements).

(2) The QAVs will be conducted by division personnel or by persons contracted by the division to perform them.

(3) While conducting the QAV, the evaluator will utilize the same pass/fail criteria as is utilized to evaluate the student teaching portion of the approved motorcycle safety instructor training course. The QAV shall be conducted at least once per certification period (two (2) years). Instructor(s) not meeting the approved criteria will be suspended as outlined in 11 CSR 60-1.030 (relating to motorcycle instructor). Remedial actions necessary to remove the suspension will be determined by the motorcycle rider training program manager of the division, on the recommendation of the program director for motorcycle operator training and may include, but is not limited to:

(A) Attending a department-sponsored instructor curriculum refresher course;

(B) Attending all or portions of a department-sponsored instructor training course; or

(C) Teaching an entire course under the supervision of a division staff member, an approved chief instructor, or other individual(s) expressly designated by the division to perform such duties.

AUTHORITY: section 302.134, *RSMo 2000*. * This rule originally filed as 11 CSR 60-1.100. Original rule filed March 20, 1996, effective Sept. 30, 1996. Amended: Filed Nov. 15, 2001, effective June 30, 2002. Moved to 7 CSR 60-1.100, effective Aug. 28, 2003.

*Original authority: 302.134, *RSMo 1995*.

7 CSR 60-1.110 Sponsor Pre-Suspension Notification

PURPOSE: This rule outlines when a sponsor should notify the division of impending legal action.

(1) All sponsors shall notify in writing the division with the details of any legal action which has been filed against the sponsor, its officers, or its contracted instructors within thirty (30) days of such action.

AUTHORITY: section 302.134, *RSMo Supp. 1995*. * This rule originally filed as 11 CSR 60-1.110. Original rule filed March 20, 1996, effective Sept. 30, 1996. Moved to 7 CSR 60-1.110, effective Aug. 28, 2003.

*Original authority: 302.134, *RSMo 1995*.

Motorcycle Riding Training Course Criteria

Attachment 4:

Missouri Motorcycle Training Site Locations

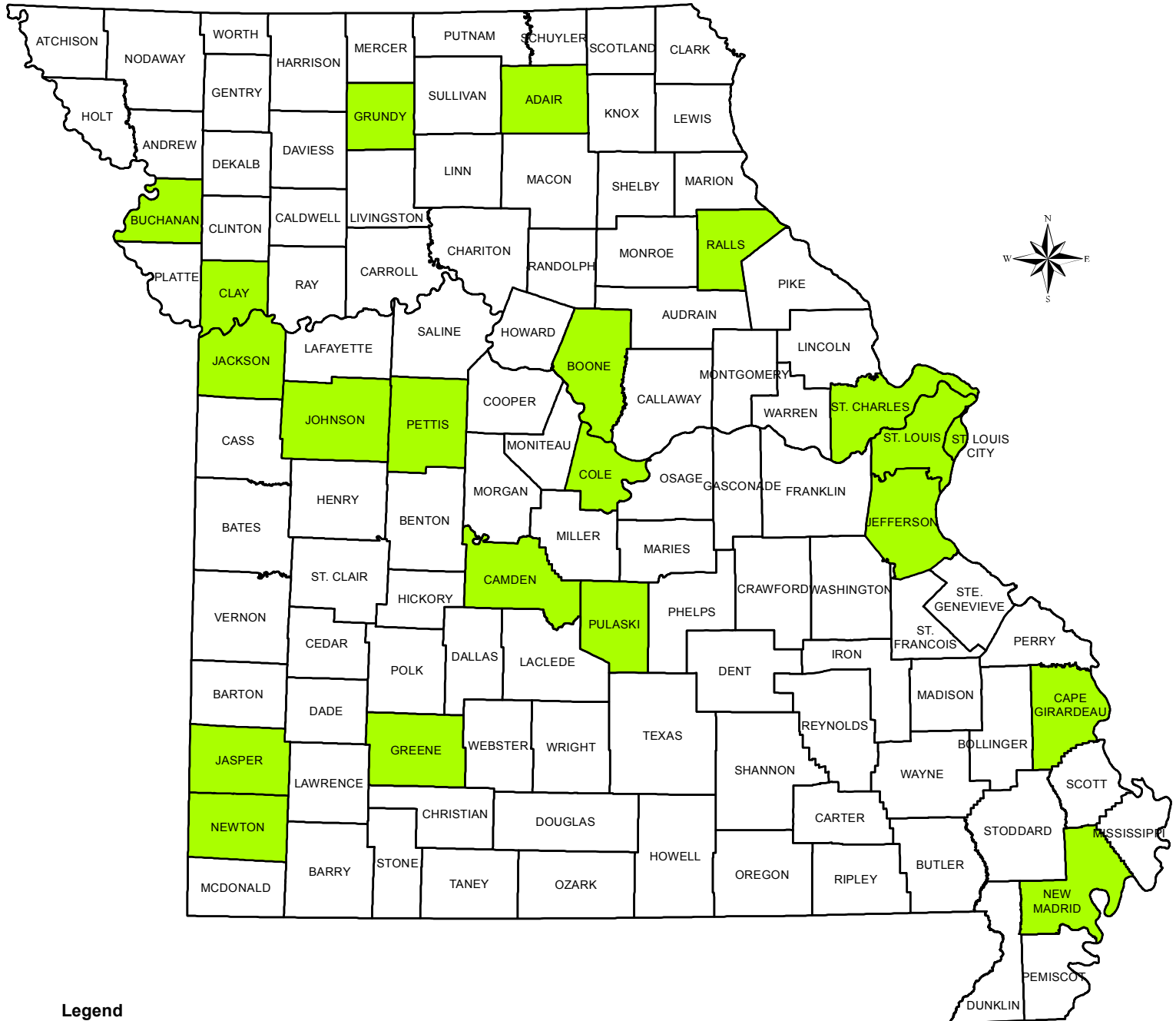
and

Missouri Motorcycle Registration Data by County and
corresponding Training Site Locations

Document(s) regarding locations of the motorcycle rider training
course being offered in the State.

Missouri Motorcycle Safety Program

Motorcycle Training Sites



2013 MMSP TRAINING SITE INFORMATION

NOTE: All training sites operate April – October, weather permitting.

Counties covered: Adair, Boone, Buchanan, Camden, Cape Girardeau, Clay, Cole, Green, Grundy, Jackson, Jasper, Jefferson, Johnson, New Madrid, Newton Ralls, Pettis, Pulaski, St Charles, St Louis, St Louis City (separate from St Louis County).

Site-Specific Information Below

Ballwin, Mo

St. Louis County Park Rangers
Queeny Park
550 Weidman Rd.
Ballwin, MO 63031
314-615-4FUN
St Louis County

Camdenton, MO

Lake Career & Tec. Center
269 Dare Blvd.
PO Box 1409
Camdenton, MO 65020
573-346-9260
Camden County

Cape Girardeau, MO

Cape Girardeau Career & Technology Center
1080 South Silver Springs Road
Cape Girardeau, MO 63703
573-334-0826
Cape Girardeau County

Columbia, MO

Mid-America Harley-Davidson
Rider's Edge
5704 Freedom Dr.
Columbia, MO 65202
573-875-4444
Boone County

Festus, MO

Surdyke Harley-Davidson
Rider's Edge
2435 Hwy 67
Festus, MO 63028
636-931-8700

Jefferson County

Grandview, MO

Gail's Harley-Davidson/Buell

5900 E. 150 Highway

Grandview, MO 64030

816-966-2222

Jackson County

Hillsboro, MO

Jefferson College

1000 Vicking Dr.

Hillsboro, MO 63050

636-797-3000 ext. 142

Jefferson County

Jefferson City, MO

Highway Patrol CDL Testing Site

Freedom of Road Riders

5621 Raptor Rd.

Jefferson City, MO 65109

800-309-7433

Cole County

Joplin, MO

Cycle Connection Harley-Davidson/Buell

Rider's Edge

5014 S. Hearnese Boulevard

Joplin, MO 64804

417-623-1054 X-227

Jasper County

Kansas City, MO

Rolling Wheels Training Center

4804 B Noland Rd.

Kansas City, MO 64133

816-478-3677

Jackson County

Kansas City, MO

Worth Harley-Davidson

Rider's Edge

6609 North Oak Trafficway

Gladstone, MO 64118

Harley-Davidson Final Assembly Plant

11401 N. Congress

Kansas City, MO 64153

816-420-9000

Clay County

Kansas City, MO

Maple Woods Community College

2601 NE Barry Road

Kansas City, MO 64156

816-437-3011

Clay County

Kirkwood, MO

Doc's Harley-Davidson

930 S. Kirkwood Road

Kirkwood, MO 63122

314-965-0166

St. Louis County

Kirksville, MO

Kirksville High School

Freedom of Road Riders

Kirksville, MO 63501

800-309-7433

Adair County

RERP# 60861-19

Malden, MO

Bootheel Motorcycle Training, LLC

610 Stokelan Dr.

Malden, MO 63863

573-276-2507

New Madrid County

RERP# 60380-9

Malden, MO

Malden Industrial Park

Freedom of Road Riders

Malden, MO 63863

800-309-7433

New Madrid County

Monroe City, MO

Mark Twain Lake Training Site

Mark Twain Lake

20642 Highway J

Monroe City, MO 63456

573-565-2228

Ralls County

Neosho, MO

Crowder College

601 Laclede

Neosho, MO 64850

417-455-5418

Newton County

Sedalia, MO

State Fair Community College

3201 W. 16th St.

Sedalia, MO 65301

660-596-7286

Pettis County

Springfield, MO

Ozark Technical Community College

840 Booneville

Springfield, MO 65802

417-447-8888

Green County

St. Charles, MO

St. Charles Park Rangers

1900 W. Randolph St.

St. Charles, MO 63301

636-949-3377

St. Charles County

St. Louis, MO

Forest Park Community College

5600 Oakland Ave.

St. Louis, MO 63110

314-644-9175

St. Louis County

St. Louis, MO

Gateway to the West Harley-Davidson

Rider's Edge

3600 Lemay Ferry Road

St. Louis, MO 63125

314-845-9900

St. Louis County

St. Joseph, MO

Hillyard Technical Center

3434 Faraon St.

St. Joseph, MO 64506
816-671-4170
Buchanan County

Trenton, MO
Trenton High School
1415 Oklahoma Ave
Freedom of Road Riders
Trenton, MO
Grundy County

Waynesville, MO
Waynesville Technical Academy
810 Roosevelt
Waynesville, MO 65583
573-774-6106
Pulaski County

Warrensburg, MO
Missouri Safety Center
1200 S. Holden
Warrensburg, MO 64093
800-801-3588
Johnson County

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Adair	597		X		X	X	X	X						X	X	X
Andrew		600		x												
Atchison		251		x												
Audrain		829		x												
Barry		1,191		x												
Barton		471		x												
Bates		610		x												
Benton		645		x												
Bollinger		326		x												
Boone	3,833		X		X	X	X	X						X	X	X
Buchanan	2,813		X		X	X	X	X						X	X	X
Butler		1,061		x												
Caldwell		251		x												
Callaway		1,388		x												
Camden	1,535		X		X	X	X	X						X	X	X
Cape Girardeau	2,253		X		X	X	X	X						X	X	X
Carroll		224		x												
Carter		155		x												
Cass		3,748		x												
Cedar		435		x												
Chariton		194		x												
Christian		2,571		x												
Clark		220		x												
Clay		7,812		x												
Clinton		711		x												
Cole		1,893		x												
Cooper		439		x												
Crawford		833		x												
Dade		230		x												
Dallas		441		x												
Daviess		299		x												
DeKalb		312		x												
Dent		487		x												
Douglas		342		x												
Dunklin		714		x												
Franklin		3,394		x												
Gasconade		424		x												
Gentry		202		x												
Greene	7,219		X		X	X	X	X						X	X	X
Grundy	321		X		X	X	X	X						X	X	X
Harrison		255		x												
Henry		766		x												
Hickory		259		x												
Holt		159		x												
Howard		252		x												
Howell		1,259		x												
Iron		302		x												

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Jackson	15,562		X		X	X	X	X						X	X	X
Jasper	3,893		X		X	X	X	X						X	X	X
Jefferson	7,729		X		X	X	X	X						X	X	X
Johnson	1,907		X		X	X	X	X						X	X	X
Knox		111		x												
Laclede		1,169		x												
Lafayette		1,081		x												
Lawrence		1,316		x												
Lewis		330		x												
Lincoln		1,964		x												
Linn		364		x												
Livingston		497		x												
McDonald		608		x												
Macon		516		x												
Madison		341		x												
Maries		273		x												
Marion		876		x												
Mercer		93		x												
Miller		794		x												
Mississippi		263		x												
Moniteau		381		x												
Monroe		235		x												
Montgomery		385		x												
Morgan		771		x												
New Madrid	307		X		X	X	X	X						X	X	X
Newton	2,023		X		X	X	X	X						X	X	X
Nodaway		638		x												
Oregon		272		x												
Osage		331		x												
Ozark		317		x												
Pemiscot		357		x												
Perry		609		x												
Pettis	1,386		X		X	X	X	X						X	X	X
Phelps		1,289		x												
Pike		471		x												
Platte		3,265		x												
Polk		829		x												
Pulaski	2,048		X		X	X	X	X						X	X	X
Putnam		131		x												
Ralls	467		X		X	X	X	X						X	X	X
Randolph		669		x												
Ray		887		x												
Reynolds		142		x												
Ripley		410		x												
St. Charles	9,951		X		X	X	X	X						X	X	X
St. Clair		294		x												
Ste. Genevieve		1,890		x												

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
St. Francois		632		x												
St. Louis	16,008		X		X	X	X	X						X	X	X
Saline		686		x												
Schuyler		103		x												
Scotland		154		x												
Scott		1,005		x												
Shannon		216		x												
Shelby		184		x												
Stoddard		801		x												
Stone		1,099		x												
Sullivan		150		x												
Taney		1,462		x												
Texas		774		x												
Vernon		578		x												
Warren		1,318		x												
Washington		583		x												
Wayne		325		x												
Webster		1,090		x												
Worth		78		x												
Wright		467		x												
St. Louis City	2,909		X		X	X	X	X						X	X	X
TOTALS	82,761 (With)	73,829 (Without)	0 (With)	0 (Without)												

Motorcycle Riding Training Course Criteria

Attachment 5:

Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses.

Missouri Motorcycle Safety Program Memo explaining quality control procedures



Missouri Motorcycle Safety Program
Humphreys 200
University of Central Missouri
Warrensburg, MO 64093

MEMORANDUM

DATE: March 25, 2014

TO: Chris Luebbert, MoDOT, Traffic and Highway Safety Division

FROM: Michael Davis

Missouri Motorcycle Safety Program

RE: Missouri Motorcycle Safety Program Quality Assurance Procedures

The MMSP conducts ongoing and comprehensive quality control on all aspects of the program including at least one visit for every training site annually. Q.A. visits last a minimum of three hours and consists of observations by a trained Quality Assurance specialist who evaluates every aspect of the training including instructor performance and training site compliance with state and national performance standards. Also, every training motorcycle used in MMSP courses is evaluated for compliance with training and safety standards at each visit.

Additionally, quality assurance personnel receive ongoing training in evaluation techniques and protocols. As MMSP State Coordinator I seek ongoing opportunities for training and updated information from the Motorcycle Safety Foundation to ensure our standards and techniques are the most current available.

Finally, we actively solicit course feedback from our students in the form of surveys conducted after course completion. All training sites and instructors around Missouri are also encouraged to provide their students with direct contact information to the office of the state coordinator in the event they would like to provide praise or register a complaint with our office.

Don't hesitate to contact me if you have any questions or need additional information.

Michael Davis, State Coordinator

Missouri Motorcycle Safety Program

Use of Fees Collected from Motorcyclists for Motorcycle Programs Criteria

Attachment 6:

☐ Applying as a Law State –

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation:

Mo. Rev. Stat. § 302.137.1

Missouri Revised Statutes

Chapter 302 **Drivers' and Commercial Drivers' Licenses** **Section 302.137**

August 28, 2011

Motorcycle safety trust fund established, purpose--operators of motorcycles or motortricycles in violation of laws or ordinances to be assessed surcharge, collection, distribution.

302.137. 1. There is hereby created in the state treasury for use by the department of public safety a fund to be known as the "Motorcycle Safety Trust Fund". All judgments collected pursuant to this section, appropriations of the general assembly, federal grants, private donations and any other moneys designated for the motorcycle safety education program established pursuant to sections 302.133 to 302.138 shall be deposited in the fund. Moneys deposited in the fund shall, upon appropriation by the general assembly to the department of public safety, be received and expended by the department of public safety for the purpose of funding the motorcycle safety education program established under sections 302.133 to 302.138. Notwithstanding the provisions of section 33.080 to the contrary, any unexpended balance in the motorcycle safety trust fund at the end of any biennium shall not be transferred to the general revenue fund.

2. In all criminal cases, including violations of any county ordinance or any violation of criminal or traffic laws of this state, including an infraction, there shall be assessed as costs a surcharge in the amount of one dollar. No such surcharge shall be collected in any proceeding involving a violation of an ordinance or state law when the proceeding or defendant has been dismissed by the court or when costs are to be paid by the state, county or municipality.

3. Such surcharge shall be collected and distributed by the clerk of the court as provided in sections 488.010 to 488.020. The surcharge collected pursuant to this section shall be paid to the state treasury to the credit of the motorcycle safety trust fund established in this section.

(L. 1995 H.B. 717, A.L. 1996 S.B. 869, A.L. 2002 H.B. 1270 and H.B. 2032)

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Missouri General Assembly

Use of Fees Collected from Motorcyclists for Motorcycle Programs Criteria

Attachment 7:

☐ Applying as a Law State –

The State's law appropriating funds for FY15 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation:

SECOND REGULAR SESSION

[TRULY AGREED TO AND FINALLY PASSED]

CONFERENCE COMMITTEE SUBSTITUTE FOR

SENATE COMMITTEE SUBSTITUTE FOR

HOUSE COMMITTEE SUBSTITUTE FOR

HOUSE BILL NO. 2004

97TH GENERAL ASSEMBLY

(Page 12, line 16)

<http://www.house.mo.gov/billssummary.aspx?bill=HB2004&year=2014&code=R>

Supporting documents:

- Missouri Motorcycle Safety Program: Executive Summary
- Missouri Motorcycle Safety Program: Budget 2011 – Present
- Motorcycle Safety Trust Fund: Schedule of Revenues, Expenditures and Changes in Fund Balances
- Motorcycle Safety Trust Fund: State Fiscal Year 2014 Revenues
- Motorcycle Safety Trust Fund: State Fiscal Year 2014 Expenditures

SECOND REGULAR SESSION
[TRULY AGREED TO AND FINALLY PASSED]
CONFERENCE COMMITTEE SUBSTITUTE FOR
SENATE COMMITTEE SUBSTITUTE FOR
HOUSE COMMITTEE SUBSTITUTE FOR
HOUSE BILL NO. 2004

97TH GENERAL ASSEMBLY

4004L.05T

2014

AN ACT

To appropriate money for the expenses, grants, refunds, and distributions of the Department of Revenue, the Department of Transportation, and the several divisions and programs thereof to be expended only as provided in Article IV, Section 28 of the Constitution of Missouri, and to transfer money among certain funds for the period beginning July 1, 2014 and ending June 30, 2015; provided that no funds from these sections shall be expended for the purpose of costs associated with the offices of the Governor, Lieutenant Governor, Secretary of State, State Auditor, State Treasurer, or Attorney General, and further provided that the Department of Revenue shall employ no more than 939.04 full-time equivalent employees (FTE) from the General Revenue Fund, and further provided that no funds shall be used to pay the costs of conferences or meetings held by AAMVA, travel to attend such conferences or meetings, participation with boards, committees, or administration of AAMVA, or for the collection or retention of individual data by AAMVA that violates any state law.

Be it enacted by the General Assembly of the state of Missouri, as follows:

There is appropriated out of the State Treasury, to be expended only as provided in
2 Article IV, Section 28 of the Constitution of Missouri, for the purpose of funding each
3 department, division, agency, and program enumerated in each section for the item or items
4 stated, and for no other purpose whatsoever chargeable to the fund designated for the period
5 beginning July 1, 2014 and ending June 30, 2015, as follows:

Section 4.005. To the Department of Revenue

2 For the purpose of collecting highway related fees and taxes, provided that
3 not more than ten percent (10%) flexibility is allowed between
4 personal service and expense and equipment and not more than ten

5	percent (10%) flexibility is allowed between Sections 4.005,	
6	4.010, 4.015, 4.020, and 4.025	
7	Personal Service.	\$7,324,920
8	Expense and Equipment.	<u>3,290,483</u>
9	From General Revenue Fund.	10,615,403
10	Personal Service.	7,018,265
11	Expense and Equipment.	<u>6,596,623</u>
12	From State Highways and Transportation Department Fund.	<u>13,614,888</u>
13	Total (Not to exceed 445.79 F.T.E.).	\$24,230,291
Section 4.010. To the Department of Revenue		
2	For the Division of Taxation, provided that not more than ten percent	
3	(10%) flexibility is allowed between personal service and expense	
4	and equipment and not more than ten percent (10%) flexibility is	
5	allowed between Sections 4.005, 4.010, 4.015, 4.020, and 4.025	
6	Personal Service.	\$20,316,188
7	Expense and Equipment.	<u>2,311,242</u>
8	From General Revenue Fund.	22,627,430
9	Personal Service.	27,684
10	Expense and Equipment.	<u>1,071</u>
11	From Petroleum Storage Tank Insurance Fund.	28,755
12	Personal Service.	33,837
13	Expense and Equipment.	<u>2,818</u>
14	From Petroleum Inspection Fund.	36,655
15	Personal Service.	51,555
16	Expense and Equipment.	<u>4,163</u>
17	From Health Initiatives Fund.	55,718
18	Personal Service.	563,041
19	Expense and Equipment.	<u>8,277</u>
20	From Conservation Commission Fund.	571,318

21	For the integrated tax system	
22	Expense and Equipment	
23	From General Revenue Fund.	<u>13,000,000</u>
24	Total (Not to exceed 603.30 F.T.E.).	\$36,319,876

Section 4.015. To the Department of Revenue

2	For the Division of Motor Vehicle and Driver Licensing, provided that not	
3	more than ten percent (10%) flexibility is allowed between	
4	personal service and expense and equipment and not more than ten	
5	percent (10%) flexibility is allowed between Sections 4.005,	
6	4.010, 4.015, 4.020, and 4.025	
7	Personal Service.	\$366,873
8	Expense and Equipment.	<u>280,232</u>
9	From General Revenue Fund.	647,105
10	Personal Service.	2,679
11	Expense and Equipment.	<u>160,776</u>
12	From Federal Funds.	163,455
13	Personal Service.	193,808
14	Expense and Equipment.	<u>245,840</u>
15	From Motor Vehicle Commission Fund.	439,648
16	Personal Service.	6,760
17	Expense and Equipment.	<u>9,953</u>
18	From Department of Revenue Specialty Plate Fund..	<u>16,713</u>
19	Total (Not to exceed 32.05 F.T.E.).	\$1,266,921

Section 4.020. To the Department of Revenue

2	For the Division of Legal Services, provided that not more than ten	
3	percent (10%) flexibility is allowed between personal service and	
4	expense and equipment and not more than ten percent (10%)	
5	flexibility is allowed between Sections 4.005, 4.010, 4.015, 4.020,	
6	and 4.025	
7	Personal Service.	\$1,419,447
8	Expense and Equipment.	<u>154,334</u>
9	From General Revenue Fund.	1,573,781

10	Personal Service.	207,365
11	Expense and Equipment.	<u>211,154</u>
12	From Federal Funds.....	418,519
13	Personal Service.	450,265
14	Expense and Equipment.	<u>28,118</u>
15	From Motor Vehicle Commission Fund.	478,383
16	Personal Service.	41,228
17	Expense and Equipment.	<u>3,323</u>
18	From Tobacco Control Special Fund.	<u>44,551</u>
19	Total (Not to exceed 54.75 F.T.E.).	\$2,515,234

Section 4.025. To the Department of Revenue

2	For the Division of Administration, provided that not more than ten	
3	percent (10%) flexibility is allowed between personal service and	
4	expense and equipment and not more than ten percent (10%)	
5	flexibility is allowed between Sections 4.005, 4.010, 4.015, 4.020,	
6	and 4.025	
7	Personal Service.	\$1,115,085
8	Annual salary adjustment in accordance with Section 105.005, RSMo.	802
9	Expense and Equipment.	<u>211,326</u>
10	From General Revenue Fund.	1,327,213
11	Personal Service.	52,885
12	Expense and Equipment.	<u>3,470,006</u>
13	From Federal Funds.....	3,522,891
14	Personal Service.	25,415
15	Expense and Equipment.	<u>2,089,841</u>
16	From Child Support Enforcement Fund.	2,115,256

17	For postage	
18	Expense and Equipment	
19	From General Revenue Fund.	4,192,511
20	From Health Initiatives Fund.	5,373
21	From Motor Vehicle Commission Fund.	44,029
22	From Conservation Commission Fund.	<u>1,343</u>
23	Total (Not to exceed 38.66 F.T.E.).	\$11,208,616

Section 4.030. To the Department of Revenue

2	For the State Tax Commission, provided that not more than twenty-five	
3	percent (25%) flexibility is allowed between personal service and	
4	expense and equipment	
5	Personal Service.	\$2,334,060
6	Annual salary adjustment in accordance with Section 105.005, RSMo.	2,202
7	Expense and Equipment.	<u>196,474</u>
8	From General Revenue Fund.	2,532,736
9	For the Productive Capability of Agricultural and Horticultural Land Use	
10	Study	
11	Expense and Equipment	
12	From General Revenue Fund.	<u>3,798</u>
13	Total (Not to exceed 48.00 F.T.E.).	\$2,536,534

Section 4.035. To the Department of Revenue

2	For the state's share of the costs and expenses incurred pursuant to an	
3	approved assessment and equalization maintenance plan as	
4	provided by Chapter 137, RSMo	
5	From General Revenue Fund.	\$9,876,876

Section 4.036. To the Department of Revenue

2	For distribution to any political subdivision(s) to offset tax credits	
3	awarded by the state for property taxes levied on qualified rolling	
4	stock	
5	From General Revenue Fund.	\$2,000,000

Section 4.040. To the Department of Revenue

- 2 For payment of fees to counties as a result of delinquent collections made
3 by circuit attorneys or prosecuting attorneys and payment of
4 collection agency fees
5 From General Revenue Fund. \$3,165,000

Section 4.045. To the Department of Revenue

- 2 For payment of fees to counties for the filing of lien notices and lien
3 releases
4 From General Revenue Fund. \$465,000

Section 4.050. To the Department of Revenue

- 2 For distribution to cities and counties of all funds accruing to the Motor
3 Fuel Tax Fund under the provisions of Sections 30(a) and 30(b),
4 Article IV, of the Constitution of Missouri
5 From Motor Fuel Tax Fund. \$188,000,000

Section 4.055. To the Department of Revenue

- 2 For distribution of emblem use fee contributions collected for specialty
3 plates
4 From General Revenue Fund. \$1,000

Section 4.060. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
3 payment that is credited to the General Revenue Fund
4 From General Revenue Fund. \$1,312,000,000E

Section 4.061. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
3 payment that is credited to the General Revenue Fund or Surplus
4 Revenue Fund
5 From Surplus Revenue Fund. \$1E

Section 4.065. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
3 payment credited to Federal and Other Funds
4 From Federal and Other Funds. \$50,000

Section 4.070. To the Department of Revenue

- 2 For the purpose of refunding any tax or fee credited to the State Highways
- 3 and Transportation Department Fund
- 4 From State Highways and Transportation Department Fund. \$2,290,564E

Section 4.075. To the Department of Revenue

- 2 For the purpose of refunding any overpayment or erroneous payment of
- 3 any amount credited to the Aviation Trust Fund
- 4 From Aviation Trust Fund. \$50,000

Section 4.080. To the Department of Revenue

- 2 For refunds and distributions of motor fuel taxes
- 3 From State Highways and Transportation Department Fund. \$10,914,000E

Section 4.085. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
- 3 payment credited to the Workers' Compensation Fund
- 4 From Workers' Compensation Fund.. . . . \$2,000,000

Section 4.090. To the Department of Revenue

- 2 For refunds for overpayment or erroneous payment of any tax or any
- 3 payment for tobacco taxes
- 4 From Health Initiatives Fund.. . . . \$25,000
- 5 From State School Moneys Fund.. . . . 25,000
- 6 From Fair Share Fund. 11,000
- 7 Total. \$61,000

Section 4.095. To the Department of Revenue

- 2 For apportionments to the several counties and the City of St. Louis to
- 3 offset credits taken against the County Stock Insurance Tax
- 4 From General Revenue Fund. \$660,700

Section 4.100. To the Department of Revenue

- 2 For the payment of tax delinquencies set off by tax credits
- 3 From General Revenue Fund. \$260,000

Section 4.105. There is transferred out of the State Treasury, chargeable
 2 to the General Revenue Fund, such amounts as may be necessary
 3 to make payments of refunds set off against debts as required by
 4 Section 143.786, RSMo, to the Debt Offset Escrow Fund

5 From General Revenue Fund. \$13,797,384

Section 4.110. There is transferred out of the State Treasury, chargeable
 2 to the General Revenue Fund, such amounts as may be necessary
 3 to make payments of refunds set off against debts as required by
 4 Section 488.020(3), RSMo, to the Circuit Courts Escrow Fund

5 From General Revenue Fund. \$1,600,000

Section 4.115. For the payment of refunds set off against debts as
 2 required by Section 143.786, RSMo

3 From Debt Offset Escrow Fund. \$1,164,119

Section 4.120. There is transferred out of the State Treasury, chargeable
 2 to the School District Trust Fund, to the General Revenue Fund

3 From School District Trust Fund. \$2,500,000

Section 4.125. There is transferred out of the State Treasury, chargeable
 2 to the Parks Sales Tax Fund, sixty-six hundredths percent of the
 3 funds received, to the General Revenue Fund

4 From Parks Sales Tax Fund. \$300,000

Section 4.130. There is transferred out of the State Treasury, chargeable
 2 to the Soil and Water Sales Tax Fund, sixty-six hundredths percent
 3 of the funds received, to the General Revenue Fund

4 From Soil and Water Sales Tax Fund. \$300,000

Section 4.145. There is transferred out of the State Treasury, chargeable
 2 to the General Revenue Fund, amounts from income tax refunds
 3 designated by taxpayers for deposit in various income tax
 4 check-off funds

5 From General Revenue Fund. \$396,000

Section 4.150. There is transferred out of the State Treasury, chargeable

- 2 to various income tax check-off funds, amounts from income tax
- 3 refunds erroneously deposited to said funds, to the General
- 4 Revenue Fund
- 5 From Other Funds. \$13,669

Section 4.155. For distribution from the various income tax check-off

- 2 charitable trust funds
- 3 From Other Funds. \$50,000

Section 4.160. There is transferred out of the State Treasury, chargeable

- 2 to the Department of Revenue Information Fund, to the State
- 3 Highways and Transportation Department Fund
- 4 From Department of Revenue Information Fund. \$1,250,000

Section 4.165. There is transferred out of the State Treasury, chargeable

- 2 to the Motor Fuel Tax Fund, to the State Highways and
- 3 Transportation Department Fund
- 4 From Motor Fuel Tax Fund. \$560,178,001

Section 4.170. There is transferred out of the State Treasury, chargeable

- 2 to the Department of Revenue Specialty Plate Fund, to the State
- 3 Highways and Transportation Department Fund
- 4 From Department of Revenue Specialty Plate Fund. \$20,000

Section 4.175. To the Department of Revenue

- 2 For the State Lottery Commission, provided that not more than
- 3 twenty-five percent (25%) flexibility is allowed between personal
- 4 service and expense and equipment
- 5 Personal Service. \$6,899,318
- 6 Expense and Equipment, excluding any purposes for which
- 7 appropriations have been made elsewhere in this section. 8,847,515
- 8 For advertising expenses. 16,000,000

9	For payments to vendors for costs of the design, manufacture, licensing,	
10	leasing, processing, and delivery of games administered by the	
11	Lottery Commission.	<u>27,371,477</u>
12	From Lottery Enterprise Fund (Not to exceed 153.50 F.T.E.).	\$59,118,310

Section 4.180. To the Department of Revenue

2	For the State Lottery Commission	
3	For the payment of prizes	
4	From Lottery Enterprise Fund.	\$153,000,000E

Section 4.185. There is transferred out of the State Treasury, chargeable

2	to the Lottery Enterprise Fund, to the Lottery Proceeds Fund	
3	From Lottery Enterprise Fund.	\$299,000,000E

Section 4.400. To the Department of Transportation

2	For the Highways and Transportation Commission and Highway Program	
3	Administration	
4	Personal Service.	\$18,263,625
5	Expense and Equipment.	<u>6,699,562</u>
6	From State Road Fund (Not to exceed 350.57 F.T.E.)....	\$24,963,187

Section 4.405. To the Department of Transportation

2	For department-wide fringe expenses	
3	For Administration fringe benefits	
4	Personal Service.	\$13,850,867E
5	Expense and Equipment.	<u>15,797,243E</u>
6	From State Road Fund..	29,648,110
7	For Construction Program fringe benefits	
8	Personal Service.	50,128,728E
9	Expense and Equipment.	<u>527,107E</u>
10	From State Road Fund..	50,655,835
11	For Maintenance Program fringe benefits	
12	From Federal Funds..	230,885

13	Personal Service.	112,811,871E
14	Expense and Equipment.	<u>6,633,778E</u>
15	From State Road Fund.	119,445,649
16	For Fleet, Facilities, and Information Systems fringe benefits	
17	Personal Service.	10,298,358E
18	Expense and Equipment.	<u>244,493E</u>
19	From State Road Fund.	10,542,851
20	For Multimodal Operations fringe benefits	
21	Personal Service	
22	From Federal Funds.	230,220
23	From State Road Fund.	320,816E
24	From Railroad Expense Fund.	284,181
25	From State Transportation Fund.	116,357
26	From Aviation Trust Fund.	<u>369,551</u>
27	Total.	\$211,844,455

Section 4.410. To the Department of Transportation

2	For the Construction Program	
3	To pay the costs of reimbursing counties and other political subdivisions	
4	for the acquisition of roads and bridges taken over by the state as	
5	permanent parts of the state highway system, and for the costs of	
6	locating, relocating, establishing, acquiring, constructing,	
7	reconstructing, widening, and improving those highways, bridges,	
8	tunnels, parkways, travelways, tourways, and coordinated facilities	
9	authorized under Article IV, Section 30(b) of the Constitution of	
10	Missouri; of acquiring materials, equipment, and buildings	
11	necessary for such purposes and for other purposes and	
12	contingencies relating to the location and construction of highways	
13	and bridges; and to expend funds from the United States	
14	Government for like purposes	
15	Personal Service.	\$65,618,938E
16	Expense and Equipment.	17,445,800E
17	Construction.	<u>933,811,500E</u>
18	From State Road Fund.	1,016,876,238

19	For all expenditures associated with paying outstanding state road bond	
20	debt, provided that not more than fifty percent (50%) flexibility is	
21	allowed between the State Road Fund and State Road Bond Fund	
22	From State Road Fund.....	161,699,889E
23	From State Road Bond Fund.....	<u>146,760,972E</u>
24	Total (Not to exceed 1,326.44 F.T.E.).....	\$1,325,337,099

Section 4.415. To the Department of Transportation

2	For the Maintenance Program	
3	To pay the costs of preserving and maintaining the state system of roads	
4	and bridges and coordinated facilities authorized under Article IV,	
5	Section 30(b) of the Constitution of Missouri; of acquiring	
6	materials, equipment, and buildings necessary for such purposes	
7	and for other purposes and contingencies related to the	
8	preservation, maintenance, and safety of highways and bridges	
9	Personal Service.	\$311,266
10	Expense and Equipment.	<u>54,393</u>
11	From Federal Funds.....	365,659
12	Personal Service.	139,491,834E
13	Expense and Equipment.	<u>223,906,284E</u>
14	From State Road Fund.....	363,398,118
15	Expense and Equipment	
16	From Motorcycle Safety Trust Fund.....	425,000
17	For all allotments, grants, and contributions from federal sources that may	
18	be deposited in the State Treasury for grants of National Highway	
19	Safety Act moneys	
20	From Federal Funds.....	18,977,120
21	For the Motor Carrier Safety Assistance Program	
22	From Federal Funds.....	<u>1,999,725</u>
23	Total (Not to exceed 3,643.93 F.T.E.).....	\$385,165,622

Section 4.420. To the Department of Transportation

2 For the Maintenance Program

3 Funds from grants of National Highway Safety Acts are to be transferred
 4 out of the State Treasury, chargeable to the Department of
 5 Transportation Highway Safety Fund, to the State Road Fund, for
 6 expenditures associated with hazard elimination roadway projects
 7 as required by federal guidelines

8 From Federal Funds.. . . . \$30,000,000

Section 4.425. To the Department of Transportation

2 For Fleet, Facilities, and Information Systems

3 To pay the costs of constructing, preserving, and maintaining the state
 4 system of roads and bridges and coordinated facilities authorized
 5 under Article IV, Section 30(b) of the Constitution of Missouri; of
 6 acquiring materials, equipment, and buildings necessary for such
 7 purposes and for other purposes and contingencies related to the
 8 construction, preservation, and maintenance of highways and
 9 bridges

10 Personal Service. \$13,964,240

11 Expense and Equipment. 59,924,795

12 From State Road Fund (Not to exceed 299.25 F.T.E.).. . . . \$73,889,035

Section 4.430. To the Department of Transportation

2 For the purpose of refunding any tax or fee credited to the State Highways

3 and Transportation Department Fund. \$25,000E

4 For refunds and distributions of motor fuel taxes. 30,000,000E

5 From State Highways and Transportation Department Fund. \$30,025,000

Section 4.435. Funds are to be transferred out of the State Treasury,

2 chargeable to the State Highways and Transportation Department
 3 Fund, to the State Road Fund

4 From State Highways and Transportation Department Fund \$528,000,000E

Section 4.440. To the Department of Transportation

2	For Multimodal Operations Administration	
3	Personal Service.	\$308,846
4	Expense and Equipment	<u>269,600</u>
5	From Federal Funds.. . . .	578,446
6	Personal Service.	460,497
7	Expense and Equipment	<u>39,852</u>
8	From State Road Fund.. . . .	500,349
9	Personal Service.	368,583
10	Expense and Equipment.	<u>100,902</u>
11	From Railroad Expense Fund.. . . .	469,485
12	Personal Service	158,469
13	Expense and Equipment.	<u>26,220</u>
14	From State Transportation Fund.. . . .	184,689
15	Personal Service.	491,683
16	Expense and Equipment.	<u>24,827</u>
17	From Aviation Trust Fund.	<u>516,510</u>
18	Total (Not to exceed 33.68 F.T.E.).	\$2,249,479

Section 4.445. To the Department of Transportation

2	For Multimodal Operations	
3	For reimbursements to the State Road Fund for providing professional and	
4	technical services and administrative support of the multimodal	
5	program	
6	From Federal Funds.. . . .	\$83,500
7	From Railroad Expense Fund.. . . .	90,500
8	From State Transportation Fund.. . . .	35,000
9	From Aviation Trust Fund.	<u>75,567</u>
10	Total.	\$284,567

Section 4.450. To the Department of Transportation

2	For Multimodal Operations	
3	For loans from the State Transportation Assistance Revolving Fund to	
4	political subdivisions of the state or to public or private	
5	not-for-profit organizations or entities in accordance with Section	
6	226.191, RSMo	
7	From State Transportation Assistance Revolving Fund.	\$1,000,000

Section 4.455. To the Department of Transportation

2	For the Transit Program	
3	For distributing funds to urban, small urban, and rural transportation	
4	systems	
5	From General Revenue Fund.	\$1,000,000
6	From State Transportation Fund.	<u>560,875</u>
7	Total.	\$1,560,875

Section 4.460. To the Department of Transportation

2	For the Transit Program	
3	For locally matched capital improvement grants under Sections 5310 and	
4	5317, Title 49, United States Code to assist private, non-profit	
5	organizations in improving public transportation for the state's	
6	elderly and people with disabilities and to assist disabled persons	
7	with transportation services beyond those required by the	
8	Americans with Disabilities Act	
9	From Federal Funds.	\$12,000,000

Section 4.465. To the Department of Transportation

2	For the Transit Program	
3	For an operating subsidy for not-for-profit transporters of the elderly,	
4	people with disabilities, and low-income individuals	
5	From General Revenue Fund.	\$1,194,129
6	From State Transportation Fund.	<u>1,274,478</u>
7	Total.	\$2,468,607

Section 4.470. To the Department of Transportation

- 2 For the Transit Program
- 3 For locally matched grants to small urban and rural areas under Sections
- 4 5311 and 5316, Title 49, United States Code
- 5 From Federal and Local Funds.....\$27,000,000

Section 4.475. To the Department of Transportation

- 2 For the Transit Program
- 3 For grants under Section 5309, Title 49, United States Code to assist
- 4 private, non-profit organizations providing public transportation
- 5 services
- 6 From Federal Funds.....\$3,000,000

Section 4.480. To the Department of Transportation

- 2 For the Transit Program
- 3 For grants to metropolitan areas under Section 5305, Title 49, United
- 4 States Code
- 5 From Federal Funds.....\$11,000,000

Section 4.485. To the Department of Transportation

- 2 For the Transit Program
- 3 For grants to public transit providers to replace, rehabilitate, and purchase
- 4 vehicles and related equipment and to construct vehicle-related
- 5 facilities under the Moving Ahead for Progress in the 21st Century
- 6 Act
- 7 From Federal Funds.....\$4,000,000

Section 4.490. To the Department of Transportation

- 2 For the Rail Program
- 3 For infrastructure improvements and preliminary engineering evaluations
- 4 on the existing rail corridor between St. Louis and Kansas City
- 5 From Federal Funds.....\$22,500,000

Section 4.495. To the Department of Transportation

- 2 Funds are to be transferred out of the State Treasury, chargeable to the
 3 Federal Stimulus-Missouri Department of Transportation Fund,
 4 to the Multimodal Operations Federal Fund, for expenditures
 5 associated with passenger rail projects
 6 From Federal Stimulus-Missouri Department of Transportation Fund. \$22,500,000

Section 4.500. To the Department of Transportation

- 2 For the Light Rail Safety Program
 3 From Federal Funds. \$505,962
 4 From State Transportation Fund. 126,491
 5 From Light Rail Safety Fund. 1,000,000
 6 Total. \$1,632,453

Section 4.505. To the Department of Transportation

- 2 For the Rail Program
 3 For passenger rail service in Missouri
 4 From General Revenue Fund. \$10,400,000

Section 4.510. To the Department of Transportation

- 2 For station repairs and improvements at Missouri Amtrak stations
 3 From State Transportation Fund. \$25,000

Section 4.515. To the Department of Transportation

- 2 For protection of the public against hazards existing at railroad crossings
 3 pursuant to Chapter 389, RSMo
 4 From Grade Crossing Safety Account. \$4,000,000

Section 4.520. To the Department of Transportation

- 2 For the Aviation Program
 3 For construction, capital improvements, and maintenance of publicly
 4 owned airfields, including land acquisition, and for printing charts
 5 and directories
 6 From Aviation Trust Fund. \$7,500,000

7	For the purpose of funding improvements to the levee system that	
8	surrounds an airport in a county of the first classification with	
9	more than eighty-three thousand but fewer than ninety-two	
10	thousand inhabitants and with a home rule city with more than	
11	seventy-six thousand but fewer than ninety-one thousand	
12	inhabitants as the county seat	
13	From General Revenue Fund.	<u>2,000,000</u>
14	Total.	\$9,500,000

Section 4.525. To the Department of Transportation

2	For the purpose of funding airport master-planning in accordance with	
3	Chapter 305.230, RSMo, at airports located in Mid-Missouri	
4	From Aviation Trust Fund.	\$350,000

Section 4.530. To the Department of Transportation

2	For the Aviation Program	
3	For construction, capital improvements, or planning of publicly owned	
4	airfields by cities or other political subdivisions, including land	
5	acquisition, pursuant to the provisions of the State Block Grant	
6	Program administered through the Federal Airport Improvement	
7	Program	
8	From Federal Funds.	\$35,000,000

Section 4.535. To the Department of Transportation

2	For the Waterways Program	
3	For grants to port authorities for assistance in port planning, acquisition,	
4	or construction within the port districts	
5	From General Revenue Fund.	\$3,000,000
6	From State Transportation Fund.	<u>400,000</u>
7	Total.	\$3,400,000

Section 4.540. To the Department of Transportation

2	For the Federal Rail, Port and Freight Assistance Program	
3	From Multimodal Operations Federal Fund.	\$1,000,000

Section 4.545. To the Department of Transportation

- 2 For the Freight Enhancement Program
- 3 For projects to improve connectors for ports, rail, and other non-highway
- 4 transportation systems
- 5 From State Transportation Fund..... \$650,000

Department of Revenue Totals

General Revenue Fund.....	\$88,741,937
Federal Funds.	4,104,865
Other Funds.....	<u>417,570,940</u>
Total.	\$510,417,742

Department of Transportation Totals

General Revenue Fund.....	\$17,594,129
Federal Funds.	138,471,517
Other Funds.....	<u>2,018,154,733</u>
Total.	\$2,174,220,379

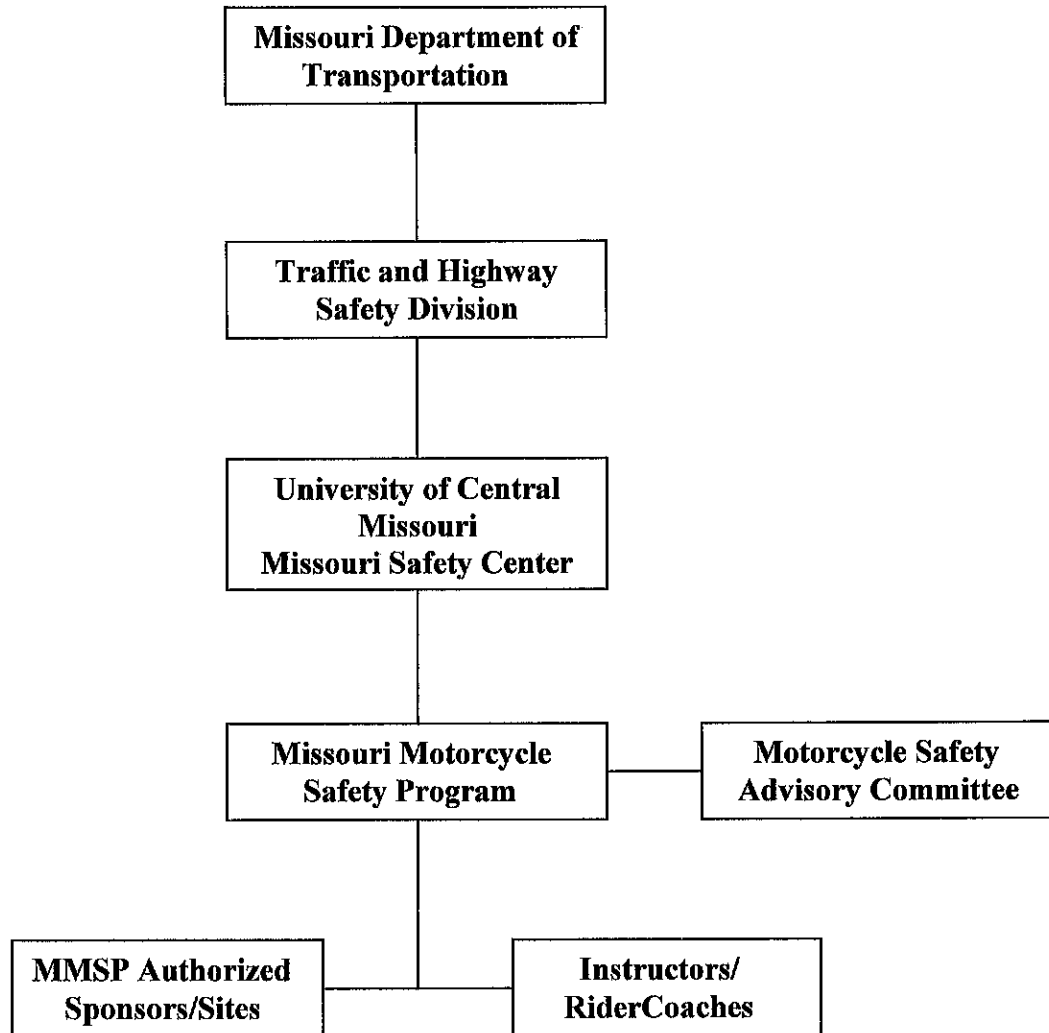
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MMSP Administration

4.100

Organizational Structure

(Rev. 2/09)



Missouri Motorcycle Safety Program Executive Summary

Located at the Missouri Safety Center on the campus of the University of Central Missouri in Warrensburg, the Missouri Motorcycle Safety Program (MMSP) is an ongoing program designed to offer motorcycle safety training and awareness programs to the citizens of Missouri. The State Motorcycle Program Coordinator oversees the Missouri Motorcycle Safety Program by coordinating and implementing education programs with a statewide network of certified training sites and instructors.

The goal of the Missouri Motorcycle Safety Program (MMSP) is to increase public safety among motorcyclists and motorists by reducing motorcycle crashes and injuries through rider education and public information. The MMSP shares the vision of Missouri Department of Transportation – Traffic and Highway Safety Division to reduce the number and severity of traffic crashes in the State of Missouri.

MMSP accomplishments for 2013 include:

- Trained 4,950 people in Beginning Rider Program (BRP) and Advanced Rider Program (ARP)
- Provided professional development training to 180 Instructors/RiderCoaches
- Purchased 7 new training units (motorcycles) for training sites throughout Missouri, bringing the total number of training units to 265.
- Continued operations and oversight of thirty-one training sites.
- Placed billboards throughout Missouri promoting motorcycle safety, and purchased statewide thirty-second radio spots/advertisements on 56 radio stations throughout Missouri promoting the “Motorcycle Awareness” message and purchased ad space in newspapers throughout Missouri to promote motorcycle safety training.

The MMSP is funded through the Motorcycle Safety Trust Fund in partnership with the Traffic and Highway Safety Division at the Missouri Department of Transportation. \$425,000 is appropriated to the MMSP for motorcycle safety training and awareness. Approximately \$5,400 is paid annually to the Missouri Office of Administration in support of the state’s central services. Other than those expenses, no Motorcycle Safety Trust Fund money is used for purposes other than motorcycle training and public awareness of motorcyclists. A full description of how the Motorcycle Safety Trust Fund money is used can be found in the proceeding pages.

Missouri Motorcycle Safety Program Budget: 2012 -Present

Approximately \$325,000 to \$375,000 is collected annually through the Motorcycle Safety Trust Fund to support the Missouri Motorcycle Safety Program (MMSP). From 2011 to 2012 the annual budget was set at the annual appropriations amount of \$425,000 and \$375,000, respectively. In 2014 and 2015 the annual budget was reduced to \$350,000, due to a reduction in Trust Fund revenues.

No Motorcycle Safety Trust Funds are used for purposes other than training motorcyclists and public awareness of motorcyclists.

Salaries and Benefits	2012	2013	2014	2015
Asst Program Coordinator	\$43,000.00	\$43,000.00	\$43,000.00	\$0.00
Program Coordinator	\$66,000.00	\$66,000.00	\$66,000.00	\$66,000.00
Office Professional	\$46,000.00	\$46,000.00	\$46,000.00	\$46,000.00
Category Sub total	\$155,000.00	\$155,000.00	\$155,000.00	\$112,000.00
General Operations				
Category Sub total	\$34,020.00	\$81,800.00	\$85,000.00	\$85,000.00
Instructor Training				
Category Sub total	\$34,560.00	\$16,056.00	\$10,592.00	\$30,000.00
Program Insurance				
Category Sub total	\$3,600.00	\$2400.00	\$2400.00	\$2,400.00
RC Uniforms/Equipment				
Category Sub total	\$4,380.00	\$4380.00	\$12000.00	\$12,000.00
Maintenance				
Category Sub total	\$101,640.00	\$5640.00	\$6000.00	\$6,000.00
Quality Assurance QAV/TAV				
Category Sub total	\$22,000.00	\$24,000.00	\$24,000.00	\$24,000.00
Equipment				
Category Sub total	\$14,000.00	\$18,000.00	\$15,000.00	\$15,000.00
P.I.&E				
Category Sub total	\$22,800.00	\$30,000.00	\$20,000.00	\$20,000.00
Travel				
Category Sub total	\$15,000.00	\$18,000.00	\$20,000.00	\$20,000.00
Consultants				
Category Sub total	\$18,000.00	\$20,000.00	\$20,000.00	\$20,000.00
TOTAL	\$425,000.00	\$375,276.00	\$340,992.00	\$346,400.00

Schedule of Revenues, Expenditures, and Changes in Fund Balances
Motorcycle Safety Fund
Preliminary and Unaudited

	YTD 5/31/14	FY13	FY12	FY11	FY10	FY09	FY08	FY07	FY06	FY05	FY04
Revenues											
Fuel tax											
Sales and use tax											
Licenses, fees, and permits	331,103	372,221	381,589	366,683	342,797	382,696	369,728	378,125	195,235	-	-
Intergovernmental/cost reimb/misc	-	-	-	-	35,555	195	239	184	197,718	364,316	326,144
Investment earnings											
State government											
Federal government											
Total revenues	<u>331,103</u>	<u>372,221</u>	<u>381,589</u>	<u>366,683</u>	<u>378,352</u>	<u>382,891</u>	<u>369,967</u>	<u>378,309</u>	<u>392,953</u>	<u>364,316</u>	<u>326,144</u>
Expenditures											
Current:											
Maintenance	228,998	392,423	426,986	421,842	423,679	353,394	425,496	372,603	324,570	318,202	281,918
Multimodal operations											
Capital outlay	-	-	-	-	4,518	4,617	4,830	4,906	4,839	71	13
Other state agencies											
Total expenditures	<u>228,998</u>	<u>392,423</u>	<u>426,986</u>	<u>421,842</u>	<u>428,197</u>	<u>358,011</u>	<u>430,326</u>	<u>377,509</u>	<u>329,409</u>	<u>318,273</u>	<u>281,931</u>
Excess of rev over (under) expend	102,105	(20,202)	(45,397)	(55,159)	(49,845)	24,880	(60,359)	800	63,544	46,044	44,212
Other Financing Sources (Uses)											
Proceeds from the sale of capital assets	-	-	-	-	-	-	-	-	-	-	-
Transfers in (out)	-	-	-	-	-	-	-	-	-	-	-
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net Change in Fund Balances	102,105	(20,202)	(45,397)	(55,159)	(49,845)	24,880	(60,359)	800	63,544	46,044	44,212
Fund Balances, Beginning of Year	<u>70,606</u>	<u>90,808</u>	<u>136,206</u>	<u>191,365</u>	<u>241,210</u>	<u>216,330</u>	<u>276,689</u>	<u>275,889</u>	<u>212,346</u>	<u>166,302</u>	<u>122,090</u>
Fund Balances, End of Year	<u>172,711</u>	<u>70,606</u>	<u>90,809</u>	<u>136,206</u>	<u>191,365</u>	<u>241,210</u>	<u>216,330</u>	<u>276,689</u>	<u>275,889</u>	<u>212,346</u>	<u>166,302</u>

Note: Other State Agencies Expenditures represent "allocation of costs in support of the state's central services performed by the Office of Administration..."
Beginning in FY11 these are not segregated, but are included in Maintenance Expenditures.

Look Up - Fund - Led Expenditures

Tr No.	Acceptance Date	Act	Obj	Obj Name	Amt	Vend/Cust Name	Line Descr
TV140000019	Aug 16, 2013		4001	APPROP TRANSFERS OUT	1,306.00		HB 5.250 1ST QUARTER
QTH00002580	Aug 16, 2013	R214	3400	DISTRIB STATE AGENCIES	79,301.64	UNIVERSITY OF CENTRAL MISSOURI	14 WW
TV140000054	Oct 2, 2013		4001	APPROP TRANSFERS OUT	1,306.00		HB 5.250 2ND QRTR CSCAP
QTH00002945	Oct 3, 2013	R214	3400	DISTRIB STATE AGENCIES	21,449.36	UNIVERSITY OF CENTRAL MISSOURI	WW
QTH00003181	Nov 1, 2013	R214	3400	DISTRIB STATE AGENCIES	25,887.68	UNIVERSITY OF CENTRAL MISSOURI	WW
QTH00003711	Jan 23, 2014	R214	3400	DISTRIB STATE AGENCIES	54,605.10	UNIVERSITY OF CENTRAL MISSOURI	WW
TV140000124	Jan 30, 2014		4001	APPROP TRANSFERS OUT	623.00		HB 5.250 3RD QUARTER
TV140000165	Apr 7, 2014		4001	APPROP TRANSFERS OUT	623.49		HB 5.250 4TH QRTR CSCAP
QTH00004099	Apr 7, 2014	R214	3400	DISTRIB STATE AGENCIES	43,895.45	UNIVERSITY OF CENTRAL MISSOURI	JL
					228,997.72		

- 1 -

Look Up Revenue Group - Led Revenues

x Look Up Rev Group Led Revenues

Fiscal Year = 2014

Date Between Jul 1, 2013 12:00 AM and May 31, 2014 11:59 PM

Fund = 0246

Rev Src	Rev Src Name	Revenue Amount
1110	DRIVER'S LICENSE OR PERMIT	(176.00)
1264	COURT FEES	(330,926.71)
1603	US/AGENCY SECURITIES INTERE	0.00
Summary		(331,102.71)
Jun 3, 2014 - 1 - 2:05:45 PM		

MoDOT HIGHWAY SAFETY DIVISION
MONTHLY CONTRACT REIMBURSEMENT VOUCHER

QTH00002580

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center

MAKE CHECK PAYABLE TO: Missouri Safety Center

STATE VENDOR NUMBER: 4460002930N *Inv # MSC019 0713*

PERIOD OF CLAIM: FROM: July 1, 2013 TO: July 31, 2013

PROJECT #: _____ TITLE: Internal MSC
MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

MoDOT HS

AUG 12 2013

PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$350,000.00	100%	\$79,301.64	\$0	\$79,301.64
\$350,000.00	100%	\$79,301.64	\$0	\$79,301.64

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

Susan Malott

Accountant II

8/6/2013

Prepared By

Title

Date

[Signature]

Director

8/6/2013

Project Director or Authorizing Official

Title

Date

PAID

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

AUG 20 2013

HIGHWAY SAFETY USE ONLY											
PROJECT DIRECTOR APPROVAL						AGENCY					
NAME <i>[Signature]</i>						0 2 4 6 6 0 5 7 K 6 0 6 3 1 1					
DATE <i>08/14/2013</i>											
AUDIT APPROVAL						AGENCY					
NAME <i>[Signature]</i>						0 1 2 1 4					
DATE <i>8-14-13</i>						79,301.64					
PROJECT/JOB NO REPORTING CATEGORY						COMMODITY CODE					
01											
02											

pm 8/1/13

**MoDOT HIGHWAY SAFETY DIVISION
MONTHLY PROJECT REIMBURSEMENT VOUCHER
PAGE TWO**

SCHEDULE OF BUDGET DETAIL

MONTH OF July 1, 2013 – July 31, 2013

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
Salary/Fringe					
<u>May</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$2192.50	\$712.56	\$2905.06	100%	\$2905.06
Eric Hopp	\$1516.33	\$492.81	\$2009.14	100%	\$2009.14
Beverley Richardson	\$903.43	\$365.89	\$1269.32	100%	\$1269.32
Jerry White	\$665.48	\$53.24	\$718.72	100%	\$718.72
<u>June</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4385.00	\$1425.12	\$5810.12	100%	\$5810.12
Eric Hopp	\$3032.66	\$985.62	\$4018.28	100%	\$4018.28
Beverley Richardson	\$1505.72	\$609.82	\$2115.54	100%	\$2115.54
Total of Salary/Fringe			\$18,846.18	100%	\$18,846.18

General Opts				
Phone Expense (Apr/May)	\$1001.72 ~			
TrueMedia	29386.16 ~			
TrueMedia	6220.28 ✓			
Hon Company	2436.40 ~			
Cycle Trader	400.00 ~			
FORR	335.61 ✓			
El Dorado Cycle	14012.00 ~			
MCC-Maple Woods	2739.39 ~			
MSI Management Systems, Inc. (June)	714.00 ~			
PMSI-Paving Supply	653.35 ~			
FedEx	21.82 ~			
UCM Printing Services	258.50 ~			
Total		\$58,179.23	100%	\$58,179.23
Travel				
Fleet Charge (June)	\$806.26 ~			
Hopp, Eric – T card (June)	269.32 ~			
Davis, Michael – T card (June)	114.74 ~			
Davis, Michael -	66.67 ~			
Davis, Michael	47.27 ✓			
Davis, Michael	18.13 ✓			
Davis, Michael	175.00 ~			
Hopp, Eric	161.59 ~			
Westin Crown Center Hotel	422.25 ~			
Fred Pryor Seminars	195.00 ~			
Total		\$2,276.23	100%	\$2,276.23
Total Page 1	18,846.18			
Total Page 3	60,455.46			
Grand Total	\$79,301.64	\$79,301.64	100%	\$79,301.64

MoDOT HIGHWAY SAFETY DIVISION MONTHLY CONTRACT REIMBURSEMENT VOUCHER

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center

MAKE CHECK PAYABLE TO: Missouri Safety Center

STATE VENDOR NUMBER: 4460002930N Inv # MSC 019 0813

PERIOD OF CLAIM: FROM: August 1, 2013 TO: August 31, 2013

PROJECT #: _____ TITLE: Internal MSC
MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$350,000.00	100%	\$100,751.00	\$79,301.64	\$21,449.36
				MoDOT HS
				SEP 20 2013
				pm 09-19-13
\$350,000.00	100%	\$100,751.00	\$79,301.64	\$21,449.36

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

Susan Malott Accountant II 9/11/2013
Prepared By Title Date

Terence J. Butler Director 9/11/2013
Project Director or Authorizing Official Title Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

HIGHWAY SAFETY USE ONLY:

PROJECT DIRECTOR APPROVAL											
NAME: <u>Christopher B. Butler</u>											
DATE: <u>9/23/2013</u>											
AUDIT APPROVAL											
NAME: <u>D. Krav</u>											
DATE: <u>10-2-13</u>											

LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT
01			0246	605	7K60	6311
02						
LINE	OBJECT	SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT	
01	3400		R214		21,449.36	
02						
LINE	PROJECT/JOB NO	REPORTING CATEGORY	COMMODITY CODE			
01						
02						

**MoDOT HIGHWAY SAFETY DIVISION
MONTHLY PROJECT REIMBURSEMENT VOUCHER
PAGE TWO**

SCHEDULE OF BUDGET DETAIL

MONTH August 1, 2013 – August 31, 2013

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
Salary/Fringe					
<u>July</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4435.00	\$1507.90	\$5942.90	100%	\$5942.90 ✓
Eric Hopp	\$3082.66	\$1048.11	\$4130.77	100%	\$4130.77 ✓
Beverley Richardson	\$2259.84	\$960.43	\$3220.27	100%	\$3220.27 ✓
Total of Salary/Fringe			\$13,293.94	100%	\$13,293.94 ✓
General Opts					
Copies (June/July)		\$87.98 ✓			
Postage Expense (June/July)		75.19 ✓			
Phone Expense (Apr/May)		1213.78 ✓			
MSI Management Systems, Inc. (Aug)		642.00 ✓			
MSI Management Systems, Inc. (Sept)		674.00 ✓			
MCC-Maple Woods		350.00 ✓			
Total			\$3,042.95	100%	\$3,042.95

Travel				
Fleet Charge (July)	\$1178.03 ✓			
Hopp, Eric – T card (July)	406.15 ✓			
Davis, Michael – T card (July)	1816.27 ✓			
Davis, Michael	198.76 ✓			
Davis, Michael	465.45 ✓			
Hopp, Eric	124.92 ✓			
Hopp, Eric	78.76 ✓			
Hopp, Eric	69.83 ✓			
Hopp, Eric	559.60 ✓			
Zorescu, George	214.70 ✓			
Total		\$5,112.47	100%	\$5,112.47
Total Page 1 16,336.89				
Total Page 3 <u>5,112.47</u>				
Grand Total	\$21,449.36	\$21,449.36	100%	\$21,449.36

MoDOT HIGHWAY SAFETY DIVISION
MONTHLY CONTRACT REIMBURSEMENT VOUCHER

QTH 00003181

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center

MAKE CHECK PAYABLE TO: Missouri Safety Center

STATE VENDOR NUMBER: 4460002930N Inv # MSC 019 0913

PERIOD OF CLAIM: FROM: August 1, 2013 TO: September 30, 2013

PROJECT #: _____ TITLE: Internal MSC
MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Malott PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$350,000.00	100%	\$126,638.68	\$100,751.00	\$25,887.68
				MoDOT
				OCT 22 2013
				TRAFFIC & HIGHWAY SAFETY
\$350,000.00	100%	\$126,638.68	\$100,751.00	\$25,887.68

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project. pm 10-21-13

Please SIGN below (written signatures only)

Susan Malott Accountant II Title PAID Date 10/14/2013
 Prepared By

Timothy J. Smith Director Title NOV 5 2013 Date 10/14/2013
 Project Director or Authorizing Official

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

HIGHWAY SAFETY USE ONLY:

PROJECT DIRECTOR APPROVAL											
NAME:		<u>[Signature]</u>									
DATE:		<u>10/29/2013</u>									
AUDIT APPROVAL											
NAME:		<u>D. Kraus</u>									
DATE:		<u>11-1-13</u>									

LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT
01			0246	6057	K606	311
02						
LINE	OBJECT	SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT	
01	3400		R214		25,887.68	
02						
LINE	PROJECT/JOB NO REPORTING CATEGORY				COMMODITY CODE	
01						
02						

**MoDOT HIGHWAY SAFETY DIVISION
MONTHLY PROJECT REIMBURSEMENT VOUCHER
PAGE TWO**

SCHEDULE OF BUDGET DETAIL

MONTH August 1, 2013 -- September 30, 2013

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
Salary/Fringe					
<u>August</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4435.00	\$1507.90	\$5942.90	100%	\$5942.90
Eric Hopp	\$3082.66	\$1048.10	\$4130.76	100%	\$4130.76
Beverley Richardson	\$2259.84	\$960.44	\$3220.28	100%	\$3220.28
Steven Bobbitt	\$128.43	\$10.27	\$138.70	100%	\$138.70
Jerry White	\$140.10	\$11.21	\$151.31	100%	\$151.31
George Zorescu	\$437.82	\$35.02	\$472.84	100%	\$472.84
Total of Salary/Fringe			\$14,056.79	100%	\$14,056.79

General Opts				
Copies (Aug/Sept)	\$73.31 —			
Postage Expense (Aug/Sept)	83.53 —			
Phone Expense (Aug/Sept)	891.69 —			
MSC	22.64 —			
Motorcycle Safety Foundation	300.00 —			
MCC-Maple Woods	1350.00 —			
State Motorcycle Safety Foundation	2250.00 —			
Motorcyclist	19.97 —			
Central Missouri Motorcycle Training	145.00 —			
M&M Sportswear	653.40 —			
Hello Direct	172.95 —			
Office Depot	108.13 —			
Davis, Michael — Aug P Card	38.53 —			
Malott, Susan — Aug P Card	51.99 —			
Total		\$6,161.14	100%	\$6,161.14
Travel				
Fleet Charge (Aug)	\$1581.44 —			
Fleet Charge (Sept)	1146.39 —			
Hopp, Eric — T card (August)	711.53 —			
Davis, Michael — T card (August)	1385.42 —			
Hopp, Eric	68.82 —			
Hopp, Eric	111.87 —			
Richardson, Beverley	33.58 —			
Richardson, Beverley	10.47 —			
Ingram, Richard	405.53 —			
Zorescu, George	214.70 —			
Total		\$5,669.75	100%	\$5,669.75
Total Page 1	14,056.79			
Total Page 2	<u>11,830.89</u>			
Grand Total	\$25,887.68	\$25,887.68	100%	\$25,887.68

MoDOT HIGHWAY SAFETY DIVISION
MONTHLY CONTRACT REIMBURSEMENT VOUCHER

QTH00003711

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center MoDOT

MAKE CHECK PAYABLE TO: Missouri Safety Center JAN 15 2014

STATE VENDOR NUMBER: 4460002930N Inv # MSC 01/11/13

PERIOD OF CLAIM: FROM: October 1, 2013 TO: November 30, 2013 HIGHWAY SAFETY

PROJECT #: _____ TITLE: Internal MSC
MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Delap PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$350,000.00	100%	\$181,243.78	\$126,638.68	\$54,605.10
✓			✓ PAID	✓
			JAN 27 2014	
\$350,000.00	100%	\$181,243.78	\$126,638.68	\$54,605.10

I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

Please SIGN below (written signatures only)

Susan Delap Accountant II 1/9/2014
 Prepared By Title Date

Tom J. Barth Director 1/9/2014
 Project Director or Authorizing Official Title Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

HIGHWAY SAFETY USE ONLY:											
PROJECT DIRECTOR APPROVAL											
NAME: <u>Christopher J. Barth</u>		LINE		FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT		
DATE: <u>1/22/2014</u>		01				0246	605	7K60	6311		
		02									
		LINE		OBJECT		SUB.OBJ	ACTIVITY		FUNCTION		AMOUNT
		01		3400			R214				54,605.10
		02									
AUDIT APPROVAL											
NAME: <u>D. Kraus</u>		LINE		PROJECT/JOB NO REPORTING CATEGORY				COMMODITY CODE			
DATE: <u>1-22-14</u>		01									
		02									

pm 1/13/14

**MoDOT HIGHWAY SAFETY DIVISION
MONTHLY PROJECT REIMBURSEMENT VOUCHER
PAGE TWO**

SCHEDULE OF BUDGET DETAIL

MONTH October 1, 2013 – November 30, 2013

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM	GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
------	-----------------	----	--

Salary/Fringe					
<u>September</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4435.00	\$1507.90	\$5942.90	100%	\$5942.90
Eric Hopp	\$3082.66	\$1048.10	\$4130.76	100%	\$4130.76
Beverley Richardson	\$2157.12	\$916.78	\$3073.90	100%	\$3073.90
Steven Bobbitt	\$105.08	\$8.41	\$113.49	100%	\$113.49
Jerry White	\$93.40	\$7.47	\$100.87	100%	\$100.87
George Zorescu	\$221.83	\$17.75	\$239.58	100%	\$239.58
<u>October</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4435.00	\$1507.90	\$5942.90	100%	\$5942.90
Eric Hopp	\$3082.66	\$1048.10	\$4130.76	100%	\$4130.76
Beverley Richardson	\$2362.56	\$1004.09	\$3366.65	100%	\$3366.65
Steven Bobbitt	\$163.45	\$13.08	\$176.53	100%	\$176.53
Jerry White	\$70.05	\$5.60	\$75.65	100%	\$75.65
<u>August</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4435.00	\$1507.90	\$5942.90	100%	\$5942.90
Eric Hopp	\$3082.66	\$1048.10	\$4130.76	100%	\$4130.76
Beverley Richardson	\$2157.12	\$916.78	\$3073.90	100%	\$3073.90
Steven Bobbitt	\$35.03	\$2.80	\$37.83	100%	\$37.83
Jerry White	\$46.70	\$3.74	\$50.44	100%	\$50.44
George Zorescu	\$420.30	\$33.62	\$453.92	100%	\$453.92
Total of Salary/Fringe			\$40,983.74	100%	\$40,983.74 ✓

General Opts				
Copies (Oct/Nov)	\$50.32 -			
Postage Expense (Oct/Nov)	79.82 -			
Phone Expense (Oct/Nov)	817.96 -			
UCMarket, Office Depot	221.96 -			
UCMarket, Office Depot	327.94 -			
UCMarket, Office Depot	108.13 -			
UCMarket, OfficeMax	39.00 -			
UCMarket, Motorcycle Safety Foundation	425.63 -			
MCC-Maple Woods	1900.00 -			
State Motorcycle Safety Administrators	1200.00 -			
MSI Management Systems-Sept	658.00 -			
MSI Management Systems-Oct	670.80 -			
Hopp, Eric-Batteries	276.29 -			
Yeager's Cycle Sales	982.80 -			
Yeager's Cycle Sales	145.34 -			
M&M Golf Cars, LLC	450.00 -			
Butler, Terry - Oct P Card	100.00 -			
Davis, Michael - Nov P Card	21.36 -			
UCM Printing Services - Completion Cards	180.00 -			
UCM Printing Services - Helmet Cards	308.00 -			
UCM Printing Services - Helmet Cards	270.40 -			
Total		\$9,233.75	100%	\$9,233.75 ✓
Travel				
Fleet Charge (Oct)	\$549.18 -			
Fleet Charge (Nov)	155.66 -			
Perry, Chris	94.92 -			
Butler, Cathy	226.00 -			
Zorescu, George	214.70 -			
Skala, John	216.96 -			
Enterprise	221.42 -			
Davis, Michael	99.00 -			
Davis, Michael	71.96 -			
Hopp, Eric	590.60 -			
Hopp, Eric	416.41 -			
Hopp, Eric - T card (Sept)	74.30 -			
Hopp, Eric - T card (Oct)	386.71 -			
Davis, Michael - T card (Sept)	206.63 -			
Davis, Michael - T card (Oct)	863.16 -			
Total		\$4,387.61	100%	\$4,387.61 ✓
Total Page 2 40,983.74				
Total Page 3 13,621.36				
Grand Total	\$54,605.10	\$54,605.10	100%	\$54,605.10

MoDOT HIGHWAY SAFETY DIVISION
MONTHLY CONTRACT REIMBURSEMENT VOUCHER

QTH00004099

REVIEW & APPROVAL BY HIGHWAY SAFETY PROJECT DIRECTOR CONSTITUTES A MONITORING REPORT

AGENCY: Missouri Safety Center

MAKE CHECK PAYABLE TO: Missouri Safety Center

STATE VENDOR NUMBER: 4460002930N *Inv # MSC 019 0114*

PERIOD OF CLAIM: FROM: December 1, 2013 TO: January 31, 2014

PROJECT #: _____ TITLE: Internal MSC
MSC019-MC03-30 Motorcycle Trust Fund

CONTACT NAME: Susan Delap PHONE: 660-543-4687 EMAIL: malott@ucmo.edu

PROJECT FINANCIAL SUMMARY

TOTAL COST OF PROJECT INCLUDING AGENCY MATCH	PERCENT REIMBURSED BY HIGHWAY SAFETY	TOTAL CLAIMED TO DATE	TOTAL PREVIOUSLY VOUCHERED	NET CLAIM THIS PERIOD
\$350,000.00	100%	\$225,139.23	\$181,243.78	\$43,895.45
✓			✓	
\$350,000.00	100%	\$225,139.23	\$181,243.78	\$43,895.45

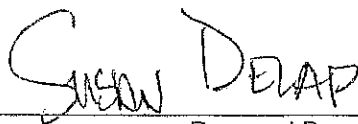
I certify that, in accordance with the laws of the State of Missouri and under terms of the approved project, actual costs claimed have been incurred for the purposes as defined in the project.

PAID

APR 09 2014

4/1/2014

Date

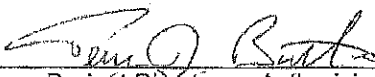


Please SIGN below (written signatures only)

Accountant II

Title

Prepared By



Project Director or Authorizing Official

Director

Title

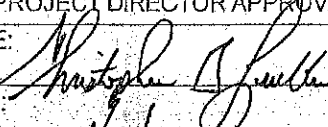
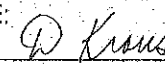
4/1/2014

Date

Mail one copy to:

Highway Safety Division, P.O. Box 270, Jefferson City, MO 65102

HIGHWAY SAFETY USE ONLY:

PROJECT DIRECTOR APPROVAL		HIGHWAY SAFETY USE ONLY:											
NAME:		LINE	FIXED ASSET	QUANTITY	FUND	AGENCY	ORG.	APPR. UNIT					
DATE:	4/2/2014	01			0246	605	7K60	6311					
		02											
		LINE	OBJECT		SUB.OBJ	ACTIVITY	FUNCTION	AMOUNT					
		01	3400			R214		43,895.45					
		02											
AUDIT APPROVAL		LINE	PROJECT/JOB NO REPORTING CATEGORY						COMMODITY CODE				
NAME:		01											
DATE:	4-2-14	02											

**MoDOT HIGHWAY SAFETY DIVISION
MONTHLY PROJECT REIMBURSEMENT VOUCHER
PAGE TWO**

SCHEDULE OF BUDGET DETAIL

MONTH December 1, 2013 -- January 31, 2014

AGENCY Missouri Safety Center

PROJECT NUMBER Motorcycle Trust Fund MSC019-MC03-30

ITEM			GRANTEE COST	X%	HIGHWAY SAFETY DIVISION ASSISTANCE
Salary/Fringe					
<u>December</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4435.00	\$1507.90	\$5942.90	100%	\$5942.90
Eric Hopp	\$3082.66	\$1048.10	\$4130.76	100%	\$4130.76
Beverley Richardson	\$2259.84	\$960.44	\$3220.28	100%	\$3220.28
<u>January</u>					
	<u>Salary</u>	<u>Fringe</u>			
Michael Davis	\$4435.00	\$1507.90	\$5942.90	100%	\$5942.90
Eric Hopp	\$1259.92	\$428.37	\$1688.29	100%	\$1688.29
Beverley Richardson	\$2362.56	\$1004.10	\$3366.66	100%	\$3366.66
Robert Grider	\$93.40	\$7.47	\$100.87	100%	\$100.87
Jerry White	\$583.75	\$46.70	\$630.45	100%	\$630.45
Total of Salary/Fringe			\$25,023.11	100%	\$25,023.11

General Opts				
Copies (Dec/Jan)	\$35.90 -			
Postage Expense (Dec/Jan)	87.88 -			
Phone Expense (Dec/Jan)	812.91 -			
UCMarket, Office Depot	9.74 -			
UCMarket, Motorcycle Safety Foundation	8956.13 -			
UCMarket, Motorcycle Safety Foundation	737.72 -			
MSI Management Systems-Nov	626.00 -			
MSI Management Systems-Dec	610.00 -			
MSI Management Systems-Workshop	2000.00 -			
Yeager's Cycle Sales	75.00 -			
FORR, Inc. - Motorcycle Transport	111.87 -			
FedEx	35.22 -			
Total		\$14,098.37	100%	\$14,098.37
Travel				
Fleet Charge (Dec)	\$414.71 -			
Fleet Charge (Dec)	125.96 -			
Fleet Charge (Jan)	433.44 -			
Fleet Charge (Jan)	228.69 -			
Davis, Michael	312.44 -			
Davis, Michael	443.00 -			
Davis, Michael	15.00 -			
Perry, Chris	142.24 -			
Perry, Chris	36.96 -			
Perry, Chris	284.48 -			
White, Jerry	191.56 -			
Abrams, David	271.21 -			
Mekins, Claudia	31.36 -			
Nichols, Raymond	92.96 -			
Richardson, Bev	92.96 -			
Hilton Kansas City Airport	91.19 -			
Holiday Inn Express	84.05 -			
Davis, Michael - T card (Nov)	573.61 -			
Hopp, Eric - T card (Nov)	204.78 -			
Davis, Michael - T card (Dec)	298.55 -			
Davis, Michael - T card (Jan)	404.82 -			
Total		\$4,773.97	100%	\$4,773.97
Total Page 1	25,023.11			
Total Page 2	<u>18,872.34</u>			
Grand Total	\$43,895.45	\$43,895.45	100%	\$43,895.45